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Auto EXPRESS

THE CAR NEWS WEEKLY

VAUXHALL'S NEW GT

Sexy new coupé could
be here in 2017



EXCLUSIVE IMAGES

MINI GOES FOR GOLF

NEW CLUBMAN DRIVEN

MINI gets it right this time



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DRIVEN Tesla's 'Ludicrous' P90D

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VW SCANDAL

What it means for you

Tow car of the year

We reveal the best cars to pull in



EXCLUSIVE Honda's new hybrid S2000 on way



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Extra Urban 47.1 (6.0) – 53.3 (5.3), Combined 45.6 (6.2) – 49.6 (5.7), CO₂ emissions 163 – 148g/km. Standard EU emissions and fuel consumption figures. Image shown features optional alloy wheels. Car used for illustrative purposes only. The 325kg weight reduction refers to the 5 seat Audi Q7, 240kg reduction on the 7 seat Audi Q7.



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Official Fuel Economy Figures for the new MINI Clubman Range: Urban 35.3-60.1 mpg (8-4.7 l/100km). Extra Urban 52.3-76.3 mpg (5.4-3.7 l/100km). Combined 44.8-68.9 mpg (6.3-4.1 l/100km). CO₂ Emissions 147-109 g/km. Figures may vary depending on driving style and conditions.



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**Online
this week**



**First drive verdict on
Subaru's new Levorg**

SUBARU is pitching the new Levorg against the likes of the Mazda 6 Tourer and Volvo V60, and this week we'll drive it in the UK for the first time.

The Levorg sticks to Subaru's rugged roots and comes fitted as standard with symmetrical all-wheel drive. It also features a new 168bhp 1.6-litre boxer petrol engine, paired with a CVT automatic transmission.

Has Subaru created a winner? Log on to our website to read our definitive verdict.

**For more visit
autoexpress.co.uk**

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New Auris Hybrid Range Official Fuel Consumption Figures in mpg (l/100km): Urban 72.4 (3.9) - 83.1 (3.4), Extra Urban 72.4 (3.9) - 83.1 (3.4), Combined 72.4 (3.9) - 80.7 (3.5). CO₂ Emissions 92g/km - 79g/km. The mpg and CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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Rebuilding trust starts with a real-world testing procedure



Winterkorn's gone
– now emissions
testing procedure
needs an overhaul

AE THE sense of anger and disappointment at the VW Group following last week's revelations of cheating in emissions tests will take time to subside. At the time of writing, the story was still evolving with some respected individuals rumoured to be losing their jobs alongside departed CEO Martin Winterkorn (above), and revelations about precisely which models were affected still coming out.

The level of a car's emissions are an important part of the buying process – and of our own reviews. We'll be waiting to see what the full picture is before we make a decision on reviewing the ratings we've given to affected models. But the knock-on effect to the rest of the car business is huge – VW has done the whole industry and its employees a disservice. And it has once again highlighted the inadequacy of the current emissions and mpg testing procedure.

It's a system that hasn't been changed since the late nineties. It incorporates various stop and go tests to simulate the way we drive, including 'acceleration' from 0-31mph in 26 seconds and 0-43mph in 41 seconds. Oh, and the tests are carried out at a set temperature above 20 degrees Celsius.

Is it any wonder that the figures the tests produce are so out of touch with the figures we achieve day-to-day in our cars? I don't know about you, but it certainly wasn't above 20 degrees when I left the house this morning, nor did I take anywhere near 26 seconds to get from zero to 30mph.

A new, more realistic testing procedure has been on the cards for some time now, but the arguing over exactly what it encompasses and how it treats the increasing number of plug-in vehicles goes on.

So we're calling on the European Commission to push the new procedure through fast. It's got to be done to restore our trust in the car industry right now.



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- We drive largest MINI ever as it moves upmarket to target VW
- First model from brand to be offered with eight-speed auto box



Jonathan Burn

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AE THE all-new Clubman is the largest car MINI has ever produced, and Auto Express has got behind the wheel.

This second-generation model signifies the brand's push into a more premium market where buyers are asking for bigger and better without any compromises.

And that neatly sums up the previous Clubman: it wasn't without its charm, but a cramped cabin, impractical bodystyle and hard ride rather contradicted everything it was designed to achieve.

At almost 4,300mm long and 1,800mm wide, the all-new model is 270mm longer and 73mm wider than the MINI five-door hatch, with 100mm added to the wheelbase.

However, while the Clubman may have conformed in terms of size – now rivaling the VW Golf and Audi A3 – it has still gone about it in its own unique way. Being a MINI, image is one thing that's guaranteed. Lots of chrome, sharp LED headlights and infinite personalisation options will keep the fashion-conscious satisfied, while inside, MINI has redesigned the centre console and added plush leather sports seats.

Room

The rear-hinged 'clubdoor' from the old model has been ditched in favour of two conventional rear doors. They make it far easier for passengers to get in and out now, especially for UK buyers – who previously were forced to climb out on the road rather than the pavement. Once inside, the size increase is immediately noticeable, with far more knee and headroom than before.

But quirks such as the twin-door boot still remain. Open it and you'll find 360 litres of load space, which can be expanded to 1,250 litres by folding the rear seats flat – about on par with what's on offer in a Golf.

As well as making the car a lot more practical, one of MINI's other main aims was to make the new Clubman the most refined car it has ever built. Based on the new front-wheel-drive architecture shared with the hatchbacks, the Clubman gets a completely unique and softer suspension set-up. It immediately feels more forgiving and compliant over rougher surfaces, in contrast to the skittish nature of the previous model.

Yet, because it's bigger and softer, you can feel a sharpness has been lost from its responses. The steering still has that MINI crispness to it, but it's lighter and makes the car feel a tad lazier than the smaller hatchbacks. It's a trait inherited from the old model, but the more gracious manner in which the new one rides sweetens the deal.

In truth, it's only noticeable when you really hurl it around. The rest of the time, the Clubman has the same eager and energetic character MINIs are famous for. The Cooper S we tested has the same 189bhp 2.0-litre



SPACE

Car is longer and wider than predecessor, and it shows inside. Normal doors help rear access, too



INTERIOR

Clubman's push upmarket is helped by its attractive and high-quality interior, but options are typically pricey


DRIVEN

MINI C

New estate is larger, more

Essentials

MINI Cooper S Clubman

Price:	£22,755
Engine:	2.0-litre 4cyl turbo
Power:	189bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.2 seconds
Top speed:	142mph
Economy:	45.6mpg
CO ₂ :	144g/km

ON SALE Now

Clubman goes for Golf

practical and more premium, but does it still have enough of that MINI magic to succeed?

turbo as the hatchback, but will still cover 0-62mph in just 7.2 seconds and reach 142mph flat out.

The Clubman is the first MINI with the option of a new eight-speed auto box. It cuts CO₂ by 10g/km and boosts economy by 4mpg over our six-speed manual test car (144g/km and 45.6mpg), but it's costly at £1,700. You're better buying the £2,785 Chili pack, which includes half-leather upholstery, MINI's comfort access system, automatic air-con and LED headlights.

Auto Express Verdict

THE Clubman is just the start of MINI's push into more premium territory – and it could succeed. It's comfortable, quirky and has the same exciting qualities that make MINIs a hit. The looks won't appeal to everyone but, up against humdrum hatchbacks, the car's character could give it the upper hand.



New MINI Clubman is eager on the road, but larger size and softer suspension set-up than the hatchback models affect responses



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AE VAUXHALL looks to be back firing on all cylinders with its new, five-star Astra (Page 36) and rejuvenated small car range. A fresh Insignia is on its way, too, and there are rumours of a replacement for the ageing Antara mid-size SUV.

But arguably the most exciting news is that the brand (along with its European sister company, Opel) is planning a new two-door, 2+2 coupé called the GT – to rival Audi's TT and the VW Scirocco – and our exclusive images show it could look.

A source close to Vauxhall confirmed the car is under consideration, and that we'd see a concept at next year's Geneva Motor Show. It's likely that GM bosses will assess the model's feasibility following press and public reaction to the show car.

The new Vauxhall GT takes its inspiration from a previous Opel concept, first seen at the 1965 Frankfurt Motor Show. At the time, the Opel GT Experimental was dubbed the 'baby Corvette' – and became the first European concept to go into series production (below).

However, the new GT – rumoured to be based on Vauxhall's new lightweight Astra hatch – will use a front-wheel-drive set-up, alongside a range of turbocharged petrol and diesel engines. It's likely to feature the Astra's new 1.6-litre Whisper diesel, as well as an uprated version of the 1.0-litre three-cylinder petrol. Six-speed manuals will be standard, with an optional, economy-friendly Easytronic auto for those wanting two pedals instead of three.

Range-topper

It's been a while since Vauxhall had a true coupé to top its model range. The last was the Monaro, on sale for just two years between 2004 and 2006, while the sleek Calibra was canned back in 1998. Of course, the Astra has long spawned three-door variants – like the last GTC – although they've always been more practical hatches than sleek coupés.

Our images show the car's sharp front end with prominent Vauxhall badge flanked by slim LED headlights. The design will also be influenced by the Monza concept revealed at Frankfurt two years ago – this car previewed what we could expect from Vauxhall's next-generation models. The similarities can be seen in the exaggerated air vents, slender body and sleek profile.

Holes in the bonnet hint at the turbocharged engines lurking beneath, while you'll notice all the usual sporty creases down the flanks, with high haunches and a short rear overhang.

There are some deep incisions in the back, with a high-placed number plate and

"We could see the coupé on our roads as soon as 2017, with a convertible just 12 months later"



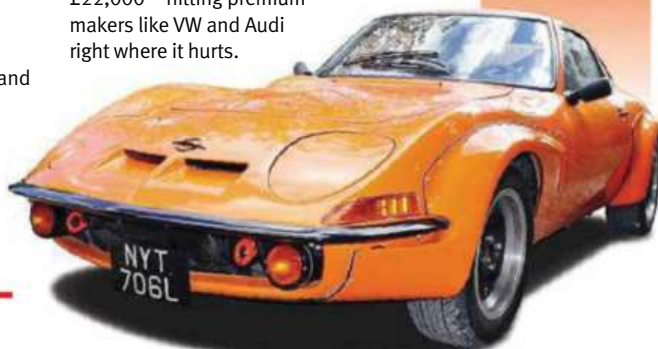
Stunning Vauxhall

Exclusive images show new Astra-based two-door, called GT

small boot spoiler. The steeply raked screen finishes off the sleek, coupé-like profile.

Inside, we can expect all GM's interior expertise, with a dashboard lifted straight from the Astra. The latest connectivity options should also be offered.

If given the green light, the GT will mark the final piece in Vauxhall's updated model range. All being well, we could see the new coupé on our roads as soon as 2017, with the possibility of a convertible just 12 months later. Prices are likely to be competitive, too, kicking off from around £22,000 – hitting premium makers like VW and Audi right where it hurts.



EXCLUSIVE IMAGES

Auto Bild/Larson

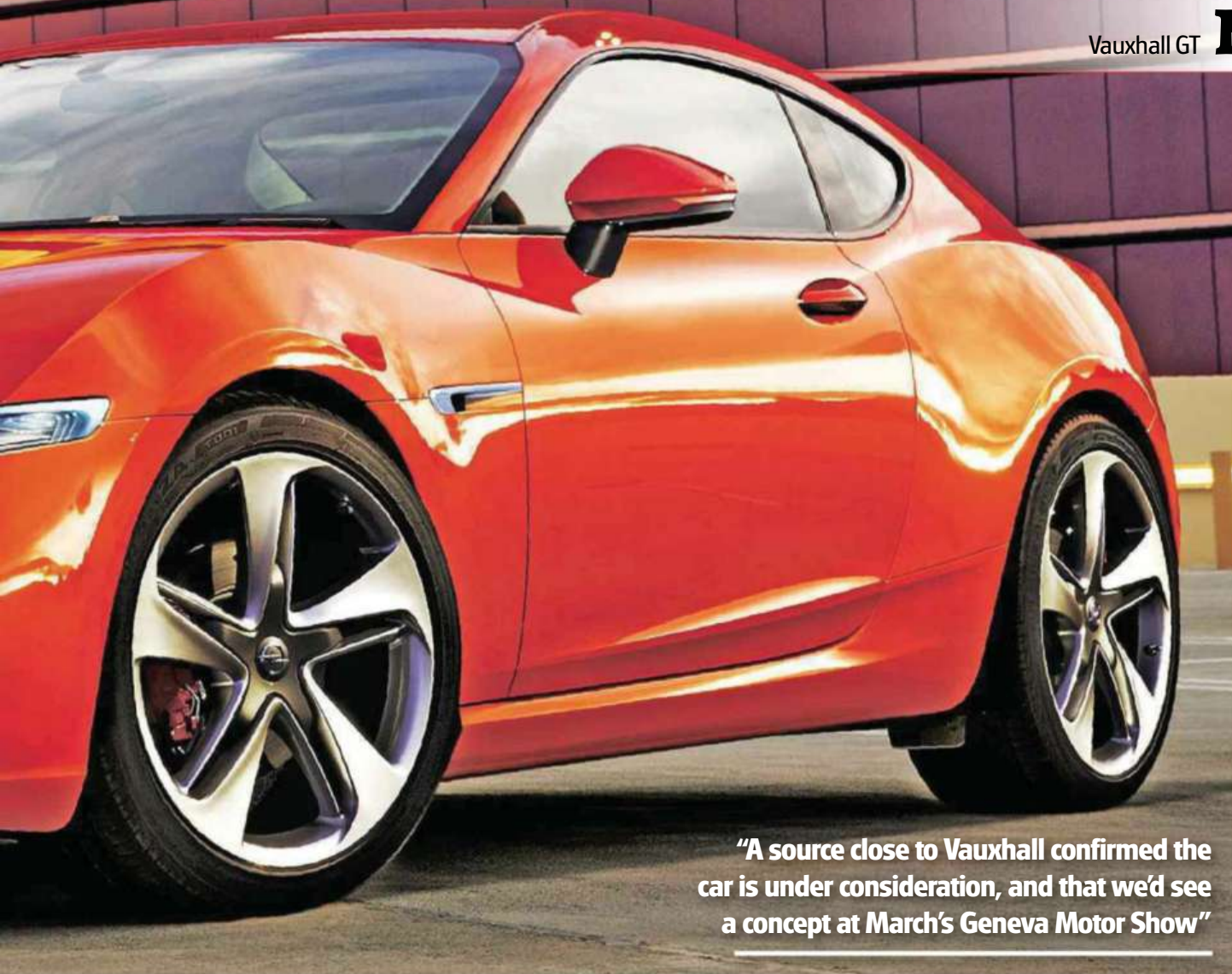
DESIGN

Our images show how new coupé could look, taking cues from 2013 Monza concept, as well as the original Opel GT production car (below)



BATTLE

Vauxhall would position car competitively, undercutting likes of Scirocco and TT with a starting price of around £22,000



"A source close to Vauxhall confirmed the car is under consideration, and that we'd see a concept at March's Geneva Motor Show"

l coupé has TT in sight





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More coupés, convertibles and SUVs on the way from Bentley

■ **Boss tells us brand 'isn't short of ideas' for expansion**
 ■ **Also confirms there are no plans to move away from UK**

■ **EXCLUSIVE**

FRESH BLOOD EXP 10 Speed 6 coupé starred at Geneva show in March, and this could be one of new breed of Bentleys



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AE BENTLEY's model range will expand in the coming years to include "more coupés, more SUVs and more convertibles", according to the company's sales and marketing boss, Kevin Rose.

"You resist the market at your peril," he said. "The important thing is if you go into the segment, you make a car that is true to your brand."

Speaking on the first day of the recent Frankfurt Motor Show – and less than 24 hours after the Bentayga SUV's public unveiling – Rose exclusively told Auto Express that while the Continental GT is likely to remain Bentley's best seller, the brand is looking at other models to join the profitable product range.

As we reveal on Page 24, Bentley boss Wolfgang Durheimer says a decision on which Bentleys we'll see in the future will be made "within the next 12 months". We

BABY SUV?
 We revealed how smaller version of Bentayga SUV could look with our exclusive image in Issue 1,368; this is one of the options as Bentley looks to expand its range

reported on a possible 'baby Bentayga' in Issue 1,369 – and published our exclusive image (below) – but according to Rose, other models are also under consideration.

"You know some of the ideas we've got," said Rose. "We showed the EXP 10 (above) at Geneva, which we'd love to bring back – but one thing we're not short of is ideas."

Continued Rose: "I think there's the possibility of all sorts. Once we've entered the [SUV] segment, and learned a bit more, I wouldn't rule out other SUVs."

Yet Rose assured us that whatever is introduced won't be far from what Bentley knows. It'll be on a similarly exclusive price point, offering Mercedes, Porsche and Range Rover owners a "manageable next step".

Alongside speculation about new models, Rose insisted Bentley will remain a truly British brand – with no plans to move production from its Crewe base in Cheshire. "Particularly for a luxury brand, the country of origin is very important," he said.

"It would be hard to imagine a Swiss watch being made in Luxembourg – and for us it's important that our cars are built in Crewe."

PAGE 24: Why Bentley is booming

"Alongside speculation about new cars, sales and marketing chief insisted Bentley will remain a British brand"



Milos Dvorak

Consumer rights boost for drivers

■ **OFFICIAL**



Garages will get one chance to fix fault under new law

THE biggest change to consumer law officially comes into force from tomorrow (1 October), as car buyers and owners get more power to hand their cars back if they're unsatisfactory.

The Consumer Rights Act introduces the right for drivers to reject a vehicle within 30 days if there's a fault, plus gives garages just one attempt to fix a problem before consumers can take action for rejection, refund or replacement.

Digital products are now included in consumer law, too, so if new software installed causes a fault on the system, the seller is liable for the damage it does. This extends to sat-navs or phone apps.

The new Consumer Rights Act encapsulates the old Sale of Goods Act, too, and that will still be applicable to contracts made before October.

PAGE 23: The expert's view of the new legislation

Shock as Vauxhall boss departs role

VAUXHALL'S roll-out of the new Astra was disrupted last week when it emerged MD and chairman, Tim Tozer, had departed the firm. On Tuesday, the Brit had helped launch the new Astra (driven on Page 36) at Ellesmere Port in Cheshire.

In a brief statement, it was announced Tozer was leaving to pursue a career outside General Motors, and that Rory Harvey, executive director for sales at Opel Europe, would be taking over.



Tozer has left Vauxhall after just over 18 months in job

How VW diesel scandal

■ Brand could face £12bn lawsuit for cheating emissions US tests ■ Global scandal over 'defeat device' ■ CEO Winterkorn replaced by Porsche boss



Joe Finnerty
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AE THE VW Group could face a £12billion lawsuit in the US after being caught cheating on diesel emissions tests, with further fall-out in Europe and the UK.

The worldwide scandal, with Volkswagen at the centre, has rocked the industry and seen the top boss lose his job and other associated manufacturers become embroiled.

Authorities in the UK have also announced cars will be retested to compare lab results with real-world emissions data, and there are calls for an EU-wide investigation into the industry.

The EA 189 engine which was fitted with a "defeat device" features in more than 11 million cars across the globe and in most diesels in the VW range, including the 1.6 and 2.0-litre models. VW Group brands Skoda and SEAT confirmed they'd used the EA 189 engine in their cars, too.

The scandal was first unearthed by the US Environmental Protection Agency (EPA) as it found engines were fitted with an algorithm to fool its tests. The software would only kick in when undergoing a test to record lower emissions than the engine actually produced.

As a result, cars passed emissions limits under laboratory settings, but when unplugged from the testing rigs, the EPA claims they emit nitrogen oxides (NOx) up to 40 times the legal limit.

Nearly 500,000 cars in the US sold between 2008 and 2015 were the first to be affected, with each car facing a £24,000 penalty for violating the US Clean Air Act.

However, Germany's transport minister Alexander Dobrindt then said the software

used to cheat the US tests was present on European VW Group cars and light commercial vans, including 2.8 million in Germany. This led to VW CEO Martin Winterkorn resigning last week.

Winterkorn said: "I accept responsibility for the irregularities. I am doing this in the interests of the company, even though I am not aware of any wrongdoing on my part.

"This is the only way to win back trust. I am convinced that the VW Group and its team will overcome this grave crisis."

VW halted US sales and set aside £4.7billion to cover the cost of the scandal, but its impact could have wider-reaching consequences. While VW is adamant its newest vehicles meet the latest Euro 6 emissions regulations – where cars cannot exceed 0.080g of NOx per km – the company still lost a fifth of its value on the stock market. And an Auto Express poll suggested three quarters of motorists now distrust the brand.

The industry – as well as VW – now faces serious questions, with the EPA announcing it was stepping up its testing for all car makers. However, Daimler, BMW

and Ford have all denied any suggestion their cars have used similar cheat methods.

Transport Secretary Patrick McLoughlin said that the UK would lead the way in retesting cars to compare real-world emissions with lab results, and branded VW's actions as "unacceptable".

He added: "My priority is to protect the public as we go through the process of investigating what went wrong and what we can do to stop it happening again in the future. We have called on the EU to conduct a Europe-wide investigation into whether there is evidence that cars here have been fitted with defeat devices.

"In the meantime, we are taking robust action. The Vehicle Certification Agency is working with vehicle manufacturers to ensure that this issue is not industry wide."

At a board meeting late on Friday, VW announced Winterkorn's replacement would be Porsche boss Matthias Müller. He said: "My most urgent task is to win back trust for the Volkswagen Group – by leaving no stone unturned and with maximum transparency. Volkswagen Group has the opportunity to emerge from this crisis stronger than before."

OFFICIAL



**I OWN A VW.
WHAT SHOULD I
BE DOING NOW?**

LEGAL proceedings are only in the US, but if UK cars are affected, your car may be recalled or you could claim under the Sale of Goods Act.



MATTHIAS MÜLLER
Announced as new VW CEO



PROF. MARTIN WINTERKORN
Resigned from the post last week

What it means for... Volkswagen

CLEARLY, the ramifications for VW are immense. A change of leadership, massive fines and the prospect of an onslaught of lawsuits is an unappealing cocktail for starters, and the vast bills VW is facing will inevitably have an impact on future product plans.

Perhaps the biggest concern at the company's Wolfsburg HQ, however, will be how to regain consumer confidence. A deceit of this nature and extent is a huge turn-off for buyers. By acting decisively and transparently the firm can try to control the damage, but the whole sorry affair will have changed some customers' perceptions permanently. And in the US, where VW is very much a niche player, a comeback will be particularly challenging.

"The biggest concern at VW HQ will be how to regain consumer confidence"



GRAHAM HOPE
Deputy editor
Auto Express

The motorist

VW owners and buyers will ultimately want to know if they have any recourse over the purchase of their cars. The saga is constantly evolving and while VW faces legal proceedings and large fines, it's far from clear the remedies consumers have.

A recall is one option. If you're in possession of an affected model then any work done to the cars would be free of charge. That is good if VW can remedy the actual emissions, but what if it can only remedy the software and the emissions will never be at the levels advertised? This could lead to claims for damages for fraudulent misrepresentation or for breach of the Sale of Goods Act 1979. It is very much a case of "watch this space".

"It's far from clear what remedies consumers have – watch this space"



JOANNE LEZEMORE
Auto Express
legal expert

shocked the world

Müller ■ Transport Secretary says UK will lead way in real-world testing



DOES THIS AFFECT ALL OTHER VW GROUP CARS?

The engines in question were used in Skodas, Audis and SEATs, but as we went to press there was no indication they cheated too.

IS VW CHEATING TESTS IN EUROPE?

THE legal case is only in the US for now, and as we went to press it was unclear if the "defeat device" was used on EU tests.

ARE OTHER CAR MAKERS CHEATING?

BMW, Daimler and Ford have denied using similar devices for emissions tests and there's no evidence other makers are involved.

What do you think?

READERS have been having their say via E-mail, on autoexpress.co.uk and on our Facebook page and Twitter feed on the scandal that's rocked the car industry...

FROM: John Lockwood It's time for all the manufacturers to come clean on this issue. This is going to impact sales as no one wants to buy a car that does not meet standards.

FROM: Jon Mignacca In light of this, I feel that VW should allow a trade-in credit equal to a car's retail value prior to the scandal, or purchase the car back from the consumer.

FROM: Andy W Nobody seems to be mentioning residuals. I owned a Rover so am aware of the issues. Sure, it's different as VW hasn't gone bust, but the potential costs could be huge.

FROM: William We've known for decades how bad diesel exhaust emissions are. It's time to end the experiment with people's health and ban diesel-engined cars.

FROM: Richard Middleton I bought a VW Touran diesel and emission test data was a factor in my decision. I wouldn't have bought one if its emissions had been 40 times higher!

FROM: Michael Phillips I have real doubts that the required standards for emissions can ever be met if real-world testing is introduced, which of course it must be.



news in brief



Lexus names price for new RX SUV

LEXUS has revealed that its new RX SUV will start at £39,995. The BMW X5 rival (above) is available to order now, with first deliveries in January.

That price buys the RX 200t with a 2.0-litre petrol engine in S spec, which has sat-nav, DAB, dual-zone climate control and LED lights. SE, Luxury, F-Sport and Premium models are also available.

The only other drivetrain option is the hybrid, which combines a 3.5-litre V6 petrol engine with an electric motor in the RX 450h. It costs from £46,995 and produces 313bhp, yet promises 54mpg and emits just 120g/km of CO₂.

Ford UK plant gets £181m investment

FORD is giving another boost to the UK car industry in the form of a £181million investment in its Bridgend plant.

The site in Glamorgan is gearing up to build a range of new, ultra-efficient petrol engines that'll reach production in 2018. The next Fiesta and Focus are likely to be among the first models to benefit.

Around 3,400 engines are produced by the factory every day – one every 24 seconds. The Welsh Assembly is putting up £14.7million of the funds.

Emissions testing

THE VW scandal means that the adoption of the new EU testing framework is even more important than ever before.

The revelations show just how important it is to get emissions testing right once the dust has settled on this issue. Delivering accurate, real-world results is critical for consumer confidence. Modern emissions control technology is extremely effective in the real world and it is important to get that message across.

This problem has hit the US, and we test differently in the EU so a global approach to testing would help. And that's exactly what the World Harmonized Light Vehicles Test Procedure (WLTP) – which will come into force from 2017 – was designed to achieve.

"A global approach to testing would help, and the WLTP will achieve this"

PROFESSOR CHRIS BRACE
Deputy director of Powertrain and Vehicle Research Centre, Bath Uni.



The future of diesel

MORE than 12 million cars are sold in Europe and half are powered by diesel so this scandal has huge implications for diesel as a whole – not just in Volkswagens.

The latest Transport & Environment report on air pollution from diesel vehicles found just one in 10 new diesel cars meets emission limits when they are driven on the road. So we are talking about millions of vehicles. And, all the evidence points to the likelihood that exactly the same thing that happened in the US is going on in Europe and is potentially even worse.

The reality of the situation is staring the diesel car industry in the face – it needs to clean up, or die.

"The reality of the situation is staring industry in face – it needs to clean up"

JOS DINGS
Director of campaign group Transport & Environment





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Hybrid S2000 is taking shape

- Likely to feature 1.5 turbo
- Total power output of 300bhp

AE

Peter Lyon

HONDA'S performance car resurgence will kick up another gear with plans to introduce a successor to the S2000 in 2018 – and our exclusive main image is the best hint yet at what it will look like.

Earlier this year, we reported that an S2000 replacement, dubbed the 'Baby NSX', would feature a mid-mounted version of the Civic Type R's 2.0-litre turbocharged four-cylinder engine.

Now, according to a source close to Honda, pressure to adhere to stringent emissions regulations has forced the company to downsize the engine to a 1.5-litre turbo which, with electric motor assistance, is expected to generate around 300bhp.

Honda is acutely aware of the popularity of – and the profits to be made from – mid-sized sports cars, especially in the US. Rivals such as the Porsche Cayman, Audi TT, BMW Z4 and even Alfa Romeo 4C will be the targets when the S2000 successor appears in around three years.

Design inspiration will mainly come from Honda's flagship NSX, seen in the angular LED headlamps, wide air intakes and sculpted rear end of our image. And while the original S2000 was only available as a roadster, Honda is set to change direction and offer the successor as a coupé only.

A price of around £50,000 is being targeted, and the S2000 replacement will go some way towards boosting the brand's image in the US, Europe and other markets like Australia.

"The Civic Type R is a good start, but the NSX will be out of reach for many. So Honda really needs a signature mid-engine

EXCLUSIVE IMAGE

Influence of new NSX is clear to see in all-new coupé



Milos Dvorak

"Honda is acutely aware of the profits to be made from mid-size sports cars, especially in US"



Original S2000 was a massive hit in early 2000s, but was available as a roadster only

sports car that does not break the bank and appeals to fans at the same time," revealed our source.

Another critical factor for the new coupé is the company's relationship to Formula One. The new S2000 will incorporate F1 technology and be developed in conjunction with McLaren and Honda's F1 programme.

Our source explained: "When Honda made its last F1 comeback in 1999, it basically coincided with the development of the original S2000. That's where you got the first-generation's screaming 9,000rpm engine."

Shackles come off Suzuki's Panda 4x4 rival

SUZUKI'S quirky new iM-4 has crept out into the wild well before we were expecting to get our first glimpse of it.

The rugged city car crossover debuted at March's Geneva Motor Show, and sources close to the brand told us it wouldn't arrive until 2018. But as Suzuki is already testing thinly disguised prototypes, a production model could be revealed a lot sooner.

Pitched as a rival to the Fiat Panda 4x4, the dinky newcomer doesn't directly replace the more off-road-biased Jimny, but instead sits alongside the Celerio as a more "emotional" city car choice.

Buyers will get the option of two or four-wheel drive, as well as a 1.0-litre turbo or a naturally aspirated 1.2 petrol engine. Reports also suggest it could revive the Ignis name, axed in 2008. We expect prices to start from around £11,000.

SPIED



ON THE ROAD

Spies caught iM-4 on test, suggesting it could hit dealers sooner than 2018

Automeia

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MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown - NEW MG6 DTI-TECH-TL in Passion Red at £17,995. MG3 3FORM SPORT in Stock on Blue with White Trophy Stripes at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3FORM with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

MPs claim £4.3m in motoring expenses in past three years

■ Shock figures cover MPs' tolls, parking and Congestion Charge



Martin Saarinen
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AE_Consumer

AE BRITAIN'S Members of Parliament have racked up nearly £4.3million in motoring-related expense claims in the past three years.

Taxpayers have been asked to foot the bill for MPs' yearly expenditure for claims such as parking, the London Congestion Charge and toll fees, plus the use of their own vehicles.

Auto Express has calculated totals for each of the 11 regions defined by the Independent Parliamentary Standards Authority (IPSA), with around £1.4million claimed by MPs per year – an average of £130,000 per region.

While MPs in the South West claimed the most in 2014/15, at £179,629, our data reveals the 28 MPs in the West Midlands have the highest expense bill over the past three years. The region's MPs claimed £550,305 on motoring expenses from 2012 to 2015 – a yearly average of £6,550 per MP.

Although overall claims fell year-on-year in 2014/15, the figures are still nearly £13,000 higher than in 2012/13, despite the MP expense scandal uncovered in 2009.

Perhaps unsurprisingly, the most frugal MPs for car usage can be found in London, where the 73 politicians spent just £196 each on tolls, Congestion Charges, parking and other car claims in 2014/15. MPs in the capital have slashed their car expenditure by nearly a third, from a total of £19,899 in 2012/13 to just £14,338 in 2014/15.

Some members are still claiming high expenses for car use, though. George

Top 5 motoring expense claimants

George Galloway (Respect/Bradford West) £11,676

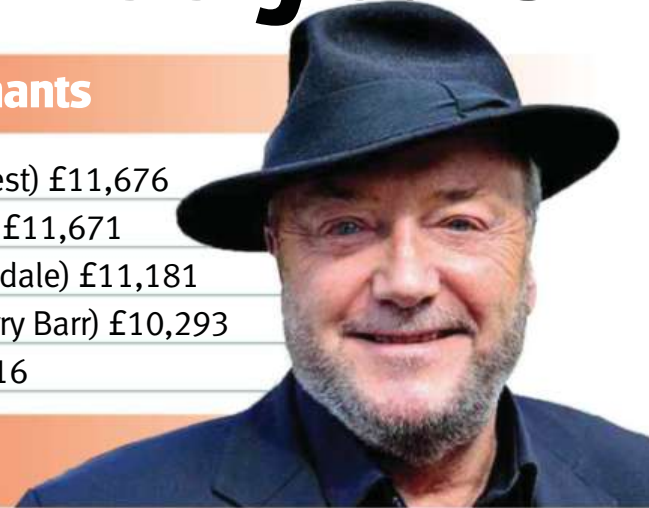
Laurence Robertson (Con/Tewkesbury) £11,671

David Morris (Con/Morecambe & Lunesdale) £11,181

Khalid Mahmood (Lab/Birmingham Perry Barr) £10,293

Stephen O'Brien (Con/Eddisbury) £9,916

Table shows MPs who've claimed most in motoring expenses in 2014/15 – topped by George Galloway



"Respect leader Galloway racked up more motoring expenses than two-thirds of London MPs put together"

How MPs' expenses compare by region

Region	2012-2013	2013-2014	2014-2015
South West	£171,582	£181,384	£179,629
West Midlands	£184,306	£186,852	£179,147
Wales	£140,704	£159,949	£156,950
Yorkshire and Humberside	£161,686	£166,138	£155,997
North West	£151,503	£156,897	£152,256
South East	£130,478	£145,229	£138,501
East Midlands	£137,533	£140,640	£131,861
Scotland	£133,539	£134,903	£128,566
East of England	£119,540	£114,935	£115,268
North East	£47,888	£52,390	£59,018
London	£19,899	£17,995	£14,338
Totals	£1,398,658	£1,457,312	£1,411,530

Combined total £4,267,501

Source: IPSA

Government curb on roadworks

ROADWORKS will be limited to two-mile stretches as the Government looks to unclog England's major roads.

The move is intended to stop multiple lane closures for up to 20 miles at a time. Concern was voiced after recent works on the M1 and M3 caused heavy congestion. Highway bosses have been told to carry out repairs through a series of smaller projects rather than one large-scale closure.

A spokesman for Highways England said: "We want to provide a better, safer experience for road users on England's motorways and major A-roads, including throughout roadworks where major upgrades are being carried out.

"We are committed to minimising disruption from roadworks and are exploring managing work in different ways while ensuring good value for the public."

NEW LIMIT
The move aims to ensure lane closures on major roads are restricted to two miles at a time



2mi RESTRICTION

Best clue yet to look of Ka Plus

HERE'S our best look yet at how Ford's Ka replacement might look. This is the Figo, which has been launched in India, and is based on the 2013 Ka Concept.

The European version based on the same concept will be launched next year as part of the global 'One Ford' strategy, and a name change from Ka is set to highlight the new focus on value and space. But it's unlikely to be Figo, with Ka Plus currently being used internally.



Lexus and BMW team up to create R8 crusher

- 800bhp supercars on the way
- In showrooms by 2020
- £160k price predicted



MUSCLE CAR
Our image shows Lexus version of BMW co-developed R8 rival. It could use detuned V8 from Toyota Le Mans racer

EXCLUSIVE IMAGE

Holiday Auto

AE Peter Lyon

BMW is teaming up with Lexus to develop a supercar that will outperform Audi's R8, Auto Express has learned.

A source close to Lexus says the companies have jointly built a mid-engined all-wheel-drive prototype, and our exclusive image shows how it could look.

BMW and Lexus versions will be produced, and both will use an aluminium spaceframe and carbon fibre tub, with electric motors powering the front wheels and petrol feeding the rears.

Two power units are being developed. The power source for BMW's supercar will

be a bespoke M-developed straight-six twin turbo with plug-in hybrid tech courtesy of Toyota, while Lexus is thought to be testing a detuned version of the 513bhp 3.7-litre V8 from Toyota's TS040 Le Mans race car.

"While 1,000bhp is possible, fuel consumption, emissions and engine tolerances will see a more realistic figure of 800bhp targeted," our source said. BMW chose Lexus for help in developing a new

supercar as it was impressed with its work on the flagship LFA during the financial crisis of 2008. It was that economic meltdown that killed Honda's V10 NSX, and forced Toyota to shelve several sporty models.

A limited run of only 500 finally landed in showrooms in 2010 with a sticker price in excess of £340,000. According to our source, the BMW and Lexus supercars will be on sale by 2020 priced from £160,000.

"BMW and Lexus versions will be produced, and both will use an aluminium spaceframe and carbon fibre tub"



Rebecca Chaplin

Rebecca.Chaplin@dennis.co.uk

Video watch

AT autoexpress.co.uk/videos this week, it's a head-to-head double, as VW Golf GTIs and Japanese legends do battle.

Original VW Golf GTI battles Mk7 model



EVER wondered if classic cars can hold their own against their modern counterparts? We often ask this, so we decided to answer the question in a new series of drag strip videos.

In the first instalment, the original Volkswagen Golf GTI goes head-to-head with the latest Mk7 version. Of course we've done something to make it fairer for the classic, but you'll have to watch to find out...

New Mazda MX-5 meets Toyota GT86



TWO popular sports cars with similar price tags and loads of character do battle in this encounter. The Mazda MX-5 (above) and Toyota GT86 have long been rivals, but this is the first time the new MX-5 has faced the rear-drive, boxer-engined Toyota on track. Our man Steve Sutcliffe gets behind the wheel for this entertaining video.

You can watch any of our videos on your phone. Simply scan this QR code.



Tesla opens landmark new factory

TESLA boss Elon Musk has opened the doors to his company's first European factory in Tilburg in the Netherlands.

The new 77,648 square metre facility in the south, near the Belgian border, will be assembling Tesla Model S cars destined for the UK and the rest of Europe. It'll improve waiting times for new orders, with up to 450 cars per week likely to be made there.

The factory is the first in Europe to include an indoor test track, measuring 750 metres in length. It'll be used to simulate different road surfaces, as part of the quality control process for checking noise, vibration and harshness levels.

Cars won't be manufactured in Tilburg, but the battery pack, powertrain and rear axle will be imported from the firm's HQ in California, and installed in the Dutch plant.

PAGE 40: Model S P90D first drive

EURO FIRST
New factory is first in Europe to feature an indoor test track (below)





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David was left dreading hot weather in MPV after it suffered repeated air-con failure

Cover confusion after three air-con failures

■ CASE STUDY Owner points to 12-year corrosion cover as air-con fails three times on four-year-old car

AE Martin Saarinen

MOST new cars come with a three-year warranty, and once that time's passed you might think you're out of luck if something goes wrong. But it's not the whole story, as different parts have different warranty periods. So it's vital to understand where the fault lies to know if you're covered.

David Bennison, from Northallerton, N Yorks, thought he'd have to foot the bill for repairs after his air-con failed three times in a year – but he was saved from a major outlay after further investigations.

He was left sweating when the air-con in his 2011 SEAT Alhambra suddenly broke in July 2014. David took the car to Darlington SEAT, which regassed the MPV's system. Yet only weeks later, the air-con in David's Alhambra failed to kick in again.

He told us: "I went back to the garage, and staff told me they'd refilled only one of the two air-con circuits in the car. They were very kind to refill the second one free of charge, and also put a chemical dye into the gas to highlight any possible leaks."

With July temperatures spiking to record levels this year, David couldn't believe his misfortune when his air-con failed for a third time. "I took my car back to Darlington SEAT, which found a leak in the air-con pipe on the offside wheelarch," he said. The service

FAULTY
Third air-con failure in two years turned out to be down to corroded pipe



"SEAT offered David £100 towards £525 repair bill on his Alhambra, but he pointed to 12-year corrosion warranty"

technician pointed to dye colouring on the pipe, and said the pipe had been corroded from mud off the tyre. David was told it would cost £525 to fix.

He called SEAT to see if it had heard of this before, and whether it could help. The company offered a £100 goodwill gesture, but David wasn't satisfied, pointing to SEAT's 12-year corrosion warranty. We agreed, and when we called the brand on David's behalf, we said that as the leak was corrosion-based

and his car was still under that warranty, SEAT should cover the entire repair bill.

SEAT investigated, and a spokesman told us: "After the air-conditioning failed, the dealership identified a corroded pipe. While the 12-year anti-corrosion warranty relates to bodywork only, the dealership agreed to cover the repair as a goodwill gesture."

With a new pipe on the way, David was pleased with the result, saying: "Thank you for your help in resolving this so swiftly."



Joe Finnerty

Mixed messages as latest Government moves seem to put diesels under threat

AE DIESEL owners could soon find themselves paying more to park and drive in major cities, following the release of a new consultation by the Department for Environment Food & Rural Affairs (DEFRA).

The Government predicts eight UK 'zones' will fail NO₂ compliance tests in 2020, so it's looking at letting individual councils ban diesels or charge owners more for parking.

So, should you avoid buying a diesel? If you do a high mileage, probably not. After all, the industry is cleaning up its act with new Euro 6 engines. The RAC Foundation doesn't think we'll stop buying diesels, either. In fact, it's warning take-up could rocket – and, as a result, the failing UK refinery infrastructure could force a diesel drought as pumps run dry.

Looking at trends from the past 20 years, it's predicting that by 2030, diesel cars will outsell petrols four to one. But while it's true that major UK refineries have been closed since 2009, will we ever really be in a position where diesels are outselling petrols four to one? It's hard to envisage.

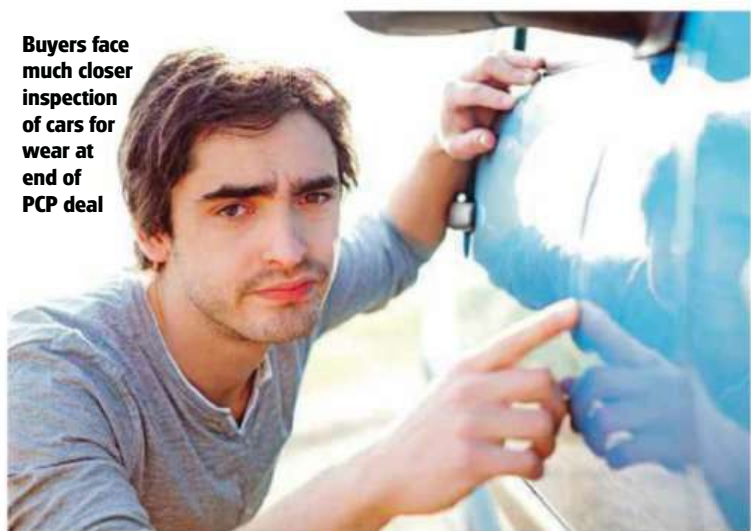
After all, for the past few years, new diesel and petrol vehicle registrations have stabilised at a 50:50 split, and there's little suggestion that'll change. The RAC Foundation points to a 76 per cent rise in diesels since 1994, but that figure was boosted by Government incentives, which is clearly not the case now. Its funding and backing is solidly behind hybrids and electrics.

Consider, too, that most hybrids or range-extendors use petrol engines. So while worries of a diesel drought seem unfounded, the DEFRA report suggests concerns about diesel drivers being targeted aren't. Buy with care.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"Government is looking at letting councils ban diesels or charge owners more for parking"

Buyers face much closer inspection of cars for wear at end of PCP deal



Used price squeeze brings PCP pressure

Warning over higher charges for wear on cars at end of PCP

AE Martin Saarinen

EXPERTS are warning drivers with PCP deals about higher end-of-life charges, as used car prices come under increasing pressure.

All PCPs rely on second-hand values, vehicle condition and mileage to set an end-of-term price – the guaranteed minimum future value (GMFV). With the risk of used car prices falling, finance providers are becoming stricter on excess charges when owners hand their car back. Common wear and tear will come under greater scrutiny, with bumper scuffs charged at £125 and body panel repairs costing £220.

Rupert Pontin of used valuation expert Glass's said: "For a number of years, stock has been in short supply. That meant trade buyers couldn't afford to be too choosy about minor vehicle damage. However, this is changing as vehicle stock is increasing. It means that trade buyers can pass over vehicles that are untidy, which puts pressure on PCP companies to enforce end-of-life charges."

High excess mileage fees at the end of PCP deals have also come under scrutiny, as the latest reports show car clocking has risen significantly in the era of motor finance as owners seek to avoid excess charges. That's led to the Retail Motor Industry Federation launching a new campaign this month to outlaw 'mileage adjustment' companies.



GARAGE EXPERT

Kevin Parker

Head of Communications
www.motorcodes.co.uk

THE terrain of consumer law is about to change. Tomorrow (1 October) heralds a new era as the Consumer Rights Act and the EU's Alternative Dispute Resolution both come into force.

Key implications relate to a consumer's right to reject and their right to repair. To seasoned observers it may sound like new legislation enacted for the sake of it. In fact it brings genuine alignment and modernisation of eight existing pieces of consumer law and adds digital content.

These changes will empower consumers to protect their rights, but they need to be assured the motor industry is also getting ready for the changes.

Motor Codes, the Government-approved consumer body for the industry, has been working with the Chartered Trading Standards Institute to develop training packs to ensure garages in Motor Codes' 7,500-strong network of subscribers fully understand how it works and how best to resolve complaints and sales issues.

By embracing the new consumer rights agenda, garages will make it easier for drivers to buy with confidence that they're protected. The new law is an opportunity to promote a marketplace that provides clarity, confidence and certainty. This is as good for consumers as it is for business.



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New Renault Mégane

FROM: madretailer I'VE never been the biggest Renault fan, but it seems to have pulled out all the stops with the latest Mégane. The newcomer looks better than anything VW has to offer, and the days of unreliable French cars are long gone. Can't wait for the reviews to come in.

FROM: ato james I'M seeing a lot of my friends changing from Fords, Audis and Hondas to Renaults. They're all quoting good running costs, strong reliability and great handling. I've never been tempted, but the new Mégane and its fantastic looks have me intrigued.



STYLISH
Readers seem won over by bold design of the all-new Mégane

Join the debate at www.autoexpress.co.uk

"I hope Renault can sort out the lag from its diesel engines. My last Mégane suffered from this."
Gordon McCartney

"Can't wait to see the new Mégane estate. It's such a pity Renault is not bringing the Talisman family saloon here." **Jim**

"I've owned a trouble-free Mégane for nine years. I'm sure new buyers will find the new one as trustworthy as my current car." **nanoto**

F-Pace visibility could cause parking issues

FROM: Paul Walker THE new Jaguar F-Pace (Issue 1,388) looks great, but I can't help thinking the shallow rear window is useless for parking. Sure, it comes with the latest cameras and sensors, but it would also be nice if Jaguar made a car you can see out of when reversing.

308 GT and Astra; separated at birth?

FROM: Simon Abbott WHILE the road test between the new Nissan Pulsar, Peugeot 308 GT and Hyundai's i30 Turbo was an excellent read (Issue 1,387), I couldn't help but think the front end of the 308 GT looks remarkably like that of the new Vauxhall Astra. Surely I'm not alone?

Smooth-riding, hi-tech C-Class just the ticket

FROM: Roger Day I MAY not be an Auto Express road tester, but when I got a 2010 Mercedes C-Class for my 77th birthday, I decided to do some reviewing of my own. I think the car rides smoothly, and is incredibly quiet, even at high speeds. The only downside is that it has too much tech for an elderly driver to keep up with.

Leon's ready for winter with all-season tyres

FROM: Geoff Cowling I DECIDED to fit a set of all-season Kleber Quadaxers on my daughter's SEAT Leon a while back. Last winter, when our hilly neighbourhood roads were covered in snow, she was the only one driving to work while others stood stuck. I'll be a regular buyer of all-season tyres from now on.

Useful Contacts



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers
Motor Codes: 0800 692 0825
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000



THE BEST OF BRITISH

WHY BENTLEY IS BOOMING



Ken Gibson
mail@autoexpress.co.uk



praises the efforts of another British brand, Range Rover, in building up the SUV segment, but stresses the Bentayga offers something more. "The Range Rover does not deliver the luxury experience or the power that we offer," he added.

Dürheimer sees the Bentayga as key to ambitious plans to drive Bentley sales to 20,000 by 2020, but he is unconcerned that doubling sales will harm the firm's image as one of the most exclusive car brands.

"The volume we make at present in global terms is so small that we still lack visibility as a brand in parts of the world. If our sales go up to 20,000, with new models in new sectors, I see no problems over exclusivity," he explained. "And we need these sales to make the company waterproof for the future and keep the workforce and dealers working at a continuous level."

Dürheimer is keen to talk about the other new models in the pipeline that will push Bentley growth – a new sports car based on the EXP 10 Speed Six concept that has earned rave reviews around the world, and a second SUV. He confirmed that a decision on which model will get the go-ahead first will be made within the next 12 months, but added: "We can do both. It is not a matter of which model we do, but a matter of the sequence."

"We have received the perfect response from customers around the world since we unveiled the Speed Six. But SUVs are the hot spot in the market, and we are looking at a different model alongside the Bentayga." Dürheimer clearly likes to break conventions, and having started with Bentley's first SUV, his next target is bringing diesel power to the brand.

He continued: "We are breaking with a rigid convention at Bentley that we didn't need a diesel. We will have our first diesel in the Bentayga and it will be absolutely state-of-the-art, an amazing diesel that will change the mind of a lot of Bentley owners."

He also reveals a plug-in hybrid powertrain that will appear in the next-generation Continental GT



"Bentley's British workforce has grown from 1,000 in 1998 to nearly 4,000, including a further 500 jobs for apprentices and engineers this year"

AE A PRODUCTION line of spectacular SUVs is the most striking illustration of just how far Bentley has come under Volkswagen ownership.

At first glance, they seem out of place on production lines that have always been dominated by some of the world's most exotic sports cars and saloons.

But Bentley's decision to embrace the SUV phenomenon with the new Bentayga highlights the company's desire to move with the times, even when it takes it out of its traditional comfort zone.

The decision is the latest evidence of the Volkswagen Group's single-mindedness when it comes to doing what it thinks is right to keep Bentley relevant and profitable. Since buying a badly rundown Bentley for £480million in 1998, when the firm was making just 500 cars a year, it has got it right consistently and had record sales of 11,020 in 2014.

Volkswagen has backed its high-profile British acquisition with big money, investing more than £1billion transforming its ageing and outdated Crewe factory into a state-of-the-art plant, and delivering a new generation of Bentley models.

It has also invested in its British workforce, which has grown from 1,000 in 1998 to nearly 4,000, including a further 500 jobs for apprentices and engineers this year. Wolfgang Dürheimer, the charismatic chief executive running Bentley, is the man who floated the original controversial idea to develop an SUV, and he has no doubt it will be a success that will help double sales.

"I am absolutely sure it will be a major success," he said. "It is an outstanding vehicle and a unique impression of an SUV from Bentley. It will be the most powerful, the fastest, the most exclusive and luxurious SUV in the world. Bentayga is an exceptional vehicle with all the traditional Bentley values, and it will be a unique face in the market." Dürheimer

UNCHARTED



IN CHARGE
Our man Gibson meets Bentley boss Wolfgang Dürheimer at HQ in Cheshire, before joining the activity on production line

Pete Gibson




WELCOME TO CREWE
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TERRITORY

Latest in our series looks at how Bentley has pushed new boundaries to go from 500 sales a year to over 11,000 while remaining exclusive



QUALITY
Sumptuous trim for one Bentley is laid out in order, ready to be fitted to customers' exacting standards



"Boss Dürheimer has a firm grasp of what makes Bentley a special car firm, but intends stretching the boundaries"



TRAINING ISLAND

Bentley has created an innovative training facility adjacent to the production line where apprentices learn the skills of the job



SKILLS HANDOVER Master Trainer Colin Jackson has been working at Bentley for over 40 years, and now passes his skills to new generation of craftsmen, like apprentice Ryan Whally (left)



in 2018, followed by hybrids in the Flying Spur and Mulsanne models. But it is the highly skilled workforce that Dürheimer believes gives Bentley the X factor, alongside the exceptional cars that the firm produces.

"I can have a lot of visions for Bentley's future, but if you don't have the right people with the right skills and passion you won't be successful," he enthused. "Our workforce has great skills, passion, pride and dedication."

And Dürheimer believes one of his key roles at Bentley has been closing the gap between management and the workforce. He explained: "The connection between the management and workers is crucial. No matter what anyone's title or job is, they all have to feel a very important member of the chain. We give the workers a lot of credit because they deserve it. If we fail to use the intelligence and knowledge of our workers, we will be throwing away a big level of knowledge and expertise, and we won't do that."

Bentley has always been known for exceptional craftsmanship, and it's an area of expertise it is taking to new levels. Colin Jackson has worked at the company for more than 40 years and has the grand job title of Master Trainer, whose role is to pass on his wealth of experience to a new generation of Bentley craftsmen.

He now runs Bentley's Training Island, which is the firm's own classroom deliberately placed alongside the factory production lines, where new apprentices get their initial



"It's the skilled workforce Dürheimer believes gives Bentley the X factor, plus the exceptional cars it produces"

indoctrination into the very special skills needed to build a Bentley. As 59-year-old Colin explained: "There have been massive changes – when I started we used to push the cars around the factory! The skills and the technical expertise needed now is far greater, and we are investing big in improving our workers' skills."

"I have spent years learning my trade and now I get to pass that knowledge on and put something back into the company." One apprentice learning from Colin is 21-year-old Ryan Whally. He said: "I'm learning new things every day; it's a big deal getting a job at Bentley."

Dürheimer, one of the industry's top engineers, is a boss who likes to visit the shop floor regularly and clearly has a genuine empathy with his workforce. He has a firm grasp of what makes Bentley a special car firm, but intends stretching the boundaries with models like the Bentayga and bringing diesel to the brand. With his proven track record of success at Porsche and Audi, few would bet against him leading Bentley to new heights.

peugeot.co.uk/308



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PEUGEOT 308

MOTION & EMOTION



PEUGEOT



Pete Gibson



Renault Kadjar

FIRST UK DRIVE Stylish new crossover is a brilliant all-round package



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AE RENAULT is enjoying something of a resurgence in the UK. Since launching the new Clio in 2012, sales have rocketed. The brand is currently up 14 per cent year-on-year, and with a new Mégane just around the corner, the success looks set to continue.

But there's still a sizeable gap in Renault's model range – that of a mid-sized SUV. It's a big gap, too, as nearly one in 10 cars sold in the UK is a compact crossover. So, enter the new Qashqai-based Kadjar.

Renault says the new Kadjar shares 60 per cent of its parts with the Sunderland-built Nissan, but 95 per cent of what you see and touch is unique. It's certainly more striking to look at – especially in the Flame Red of our top-spec Signature Nav car. From

launch, it comes with three engines. There's a turbocharged 1.2-litre petrol, as well as a pair of diesels with either 108bhp or 128bhp. Both the manual and automatic versions of the smaller diesel emit less than 100g/km of CO₂, but it's the more powerful version we sample here.

Inside, it feels much more upmarket than the Qashqai or even a Mazda CX-5, with even lesser trims featuring a dashboard lined with high-quality plastics. There's a premium feel to the buttons and controls throughout the cabin and the heater controls even have a whiff of Volkswagen about them, with classy white digits and solid rotary dials.

All cars get a digital speedo, and all but the entry-level Expression+ benefit from a central touchscreen with built-in sat-nav. The Signature Nav models are particularly

lavishly equipped, with heated leather seats, keyless go, dual-zone climate control and a Bose stereo. Outside it gets 19-inch diamond-cut alloys, automatic LED headlights, chrome details and a full-length panoramic roof.

Space in the back is decent and taller adults won't struggle for room. The glass roof eats into headroom, but only those over six foot will find their hair brushing the ceiling.

Renault claims a best-in-class boot, too. At 472 litres, it surpasses its sister car, the Qashqai, by 42 litres, and trounces the MINI Countryman's 360 litres by a considerable margin. You can fold the seats using a button in the boot, revealing an impressive 1,478 litres of load space, and there's a movable floor on Dynamique S and Signature models. This feature removes the step to the seats when they are down. Inside, there's a pair of decent door bins, a

CABIN

Interior feels upmarket, and in top-spec trim comes lavishly equipped with heated leather seats



34 GOLF GTD ESTATE
We give our verdict as hot new wagon arrives in Britain.

36 ASTRA 3CYL
New Vauxhall is a five-star hit, but is 1.0 Turbo the pick of the range?

38 KIA CEE'D
Facelifted hatchback cleans up with new dual-clutch auto box.

40 TESLA P90D
What does 0-60mph in 2.8 seconds feel like? We find out.



NEED TO KNOW

More than one in 10 (11 per cent) of cars sold in the UK is now a compact crossover – and the Kadjar is based on one of the most popular, Nissan's Qashqai

Essentials

Renault Kadjar Signature Nav dCi 130

Price:	£24,795
Engine:	1.6-litre 4cyl turbodiesel
Power:	128bhp/320Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	9.9 seconds
Top speed:	118mph
Economy:	62.8mpg
CO₂:	117g/km

ON SALE Now



PRACTICALITY There's loads of room in the back for adults, and Renault boasts best-in-class bootspace of 472 litres. Panoramic roof eats into head space, though

EQUIPMENT All but the entry-level Expression+ model come with sat-nav and alloy wheels. Top-spec Signature Nav adds leather and keyless go



Movable floor removes step to seats when they're down; Bose stereo on top-spec cars



sizeable glovebox and a cubby between the front seats. A pair of small cup-holders and a coin tray suffice in the front, while in the rear there's a handy foldable armrest on Signature cars, as well as some pockets in the back of the seats.

On the road, this 1.6 benefits from an extra 20bhp and 60Nm of torque over the 1.5, but commands a premium of £1,200 across the range. It'll cost more to run, too, for private buyers and company car drivers alike.

This Signature Nav dCi 130 will do 62.8mpg and 117g/km compared to the dCi 110's 72.4mpg and 103g/km. Go for the lesser Expression+ or Dynamique Nav (with the smaller alloy wheels) and the 110's emissions drop to 99g/km. All models feel very grown up, with a high

driving position and refined engines. This higher-powered 128bhp car is enormously flexible and rather eager, although the 108bhp model isn't exactly slow.

Plenty of torque means both engines are more than at home on the motorway, and rarely require a change of gear to keep up with faster moving traffic.

The Kadjar's biggest issue is its ride. It steers nicely and there's plenty of grip, but the larger 19-inch wheels on Signature Nav cars can crash over potholes – especially around town. There's a fair amount of tyre roar, too, but even the 18-inch wheels on Dynamique S cars help cushion occupants, with the quick-to-react suspension doing its best to iron out the worst lumps and bumps. On the whole, though, the Kadjar impresses as a brilliant all-round package.

Verdict

THE Kadjar is a very important car for Renault, as a decent crossover is key for any brand in the competitive new car market. The good news is it is hugely accomplished, with a winning blend of style, quality, practicality and running costs. We'd save some cash and go for a mid-spec dCi 110 rather than the 130 as it's almost as powerful, more comfortable and cheaper to run.



New X1 is wider and taller than before, and now looks more like a scaled-down X5

BMW X1

Performance

0-62mph/top speed
6.6 seconds/146mph



Running costs

56.5mpg (official)
£68 fill-up



Practicality

Boot (seats up/down)
505/1,550 litres



FIRST UK DRIVE Verdict on UK-spec version of more muscular, better-driving small SUV



Essentials

BMW X1 xDrive25d xLine

Price:	£36,060
Engine:	2.0-litre 4cyl diesel
Power/torque:	228bhp/450Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-62mph:	6.6 seconds
Top speed:	146mph
Economy:	56.5mpg
CO ₂ :	132g/km

ON SALE Now



PRACTICALITY

Rear seats can be slid forwards and tilted to give more room and comfort, plus they fold down electronically to boost load space. And the new X1 easily trumps the Audi Q3 for load capacity

EQUIPMENT

As on all BMWs, the new car gets sat-nav as standard, plus the 6.5-inch screen is easy to navigate. An electric tailgate and auto lights and wipers also feature





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AE SUVs are immensely important to BMW, as they are to any manufacturer. Its X5 invented the large sports utility vehicle back in 1999, and the X3, X4 and X6 have come along since, winning new customers and dividing opinions. But the baby of the range, the X1, has always been the car that hasn't quite fitted the mould.

That's all changed with this new Mk2 version, driven here in UK spec for the first time. BMW has grasped the concept that SUV buyers want a car that doesn't scrimp on the pumped up styling, and as a result has ditched the original's softer look, and created exactly what you'd expect BMW's entry-level SUV to be like: a mini X5.

The new X1 is 15mm shorter than before, but you'll hardly notice the slimming down due to a 53mm increase in height and an extra of 23mm of width. These gains not only ensure the car looks more like a scaled-down X5, they also make it more spacious inside. There's plenty of headroom and 37mm more legroom for passengers in the rear – and with more glass than the old car, the new X1 feels more roomy, too.

Boot space has taken a leap forward as well. The BMW now offers 505 litres – a considerable 85 litres more than both the outgoing car and the current Audi Q3, which is easily the X1's chief rival in the small premium SUV class. Fold the rear seats flat, and you free up 1,550 litres – that's 200 litres more than in the old X1, and it trumps the Q3's 1,325-litre capacity.

Up front, the dash is covered in spongy soft-touch plastics, and its design is typical BMW – mature but beautifully built. Sat-nav is standard (as on all BMWs), plus you get a 6.5-inch screen, auto headlights and wipers, rear parking sensors and an electric tailgate.

There's only one petrol engine option in the UK – a 189bhp 2.0-litre – as the 2.0 diesels are predicted to take the lion's



X1 feels roomier inside, with more glass, plus uses higher-quality materials

share of sales. They range from 148bhp in the 18d and 187bhp in the 20d to this flagship 228bhp version, badged 25d.

The entry-level 18d manages 68.9mpg economy and 109g/km emissions, while the more popular four-wheel-drive 20d and 25d average in the high-50s for mpg and emit 128g/km and 132g/km respectively.

We got behind the wheel of the most powerful diesel, which promises 0-62mph in 6.6 seconds. It's urgent low down in the rev range, which means zipping round town is easy and there's plenty of shove in the mid-range, aiding motorway cruising.

BMW's eight-speed auto is standard, and shifts smoothly, ensuring the car is quiet on the move. But while we've yet to try the lesser 20d, on paper the £2,380 pricier 25d is hard to justify. It's only a second quicker from 0-62mph, despite having an extra 41bhp, and costs £20 more a year in road tax.

The old X1 was essentially a jacked up 3 Series Touring, but this model uses the

Top-spec diesel we drove had 4WD, and felt agile on the road



new small car platform that underpins the latest MINIs and BMW's 2 Series MPVs. It benefits from a well balanced chassis, and thanks to our top-spec diesel's standard four-wheel drive, the X1 is surprisingly agile and body control is kept in check.

The steering isn't as crisp as in some other BMWs, yet it's sharp for an SUV, and nudges it ahead of the excellent, but less premium-feeling, Ford Kuga. Parked next

to its chief upmarket rivals, the X1 has a more SUV look than the crossover-like Mercedes GLA, and is roomier inside than the ageing Q3 – if these are priorities, the BMW will be the most desirable choice.

It's also considerably more attractive than the old car, but with prices from £26,780 the new X1 can look expensive compared to the likes of the Mazda CX-5. Still, the lure of the BMW badge will be hard for some to resist.



NEED TO KNOW

BMW shifted more than 730,000 first-generation X1s between 2009 and 2015 – and 40,000 of those went to UK buyers



Verdict

THE original X1 proved a hit in the UK, but since its arrival in 2009, the SUV market has moved on considerably. The estate-like profile appeared odd compared to modern rivals, so this new car adopts a mini X5 look – and BMW's done a decent job. It's good to drive, spacious and well made. Plus, while it looks pricey next to more mainstream SUVs, it easily has the edge at this end of the market.





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(6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO₂ Emissions 177 – 119g/km. These official EU test figures are to be used as 136PS Blue Drive manual at £28,930 OTR including White Sand metallic paint at £585. *On the road price of £18,695 applies to All-New Tucson S 1.6 GDI 132PS Blue Drive manual



Essentials

Volkswagen Golf Estate GTD

Price:	£28,285
Engine:	2.0-litre 4cyl turbodiesel
Power:	181bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.9 seconds
Top speed:	144mph
Economy:	64.2mpg
CO ₂ :	115g/km

ON SALE Now



EQUIPMENT Standard kit is good. As well as GTI-style tartan seats front and rear, you get sat-nav, keyless go and climate control, plus xenon lights



PRACTICALITY Estate GTD's 605-litre boot expands to a cavernous 1,620 litres with the rear seats folded down. Plus, there's a load-through hatch and lots of useful storage solutions dotted around



SETTINGS Hit Mode to toggle through optional adaptive dampers' settings; we found Comfort best suited UK roads, but there are also Normal and Sport modes

Verdict

THIS vast and fast Golf combines speed, practicality and style really well. It's beautifully finished and adds an extra element over the hatchback version for an affordable £695 premium. However, direct rivals from Skoda and SEAT are £3,010 and £3,945 cheaper respectively. Ultimately, though, the GTD is great to drive in all conditions, which makes it an attractive package.



Volkswagen Golf Estate GTD

Performance

0-62mph/top speed
7.9 seconds/144mph



FIRST UK DRIVE Is estate's pace and practicality a winning blend on UK roads?

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AE VOLKSWAGEN has been making headlines for all the wrong reasons lately following 'dieselgate', so performance diesels like the Golf Estate GTD aren't exactly flavour of the month. However, as we've found out from our first drive on UK roads, there's still lots to like about this fast and practical load lugger.

First up is performance. The Estate GTD has the same running gear as the hatch, so the 2.0-litre TDI engine sends 181bhp to the front wheels with the help of a clever XDS+ electronic diff, which serves up lots of grip. There's also a choice of six-speed manual or DSG auto transmissions. Here, we drive the manual, and the car is all the better for it.

The light, mechanically precise shift action is really involving and works brilliantly with the zippy engine. And with 380Nm of torque at 1,750rpm, the motor pulls hard and revs out freely – delivering surprising pace. VW claims the GTD races from 0-62mph



GTD's interior quality is second to none, while the ball-shaped gearlever is a hot Golf cue

in 7.9 seconds, and it feels good for every last tenth under acceleration.

The Golf carries incredible speed down bumpy roads, with plenty of security due to the precise steering and impressive damping. Our car had the £830 adaptive dampers, and we found the suspension is best suited to UK roads in Comfort, which knocks the edges off jarring humps nicely.

There are Normal and Sport modes, too, with the latter noticeably firmer. But even in this setting, the Estate never feels flustered, as the chassis has bags of poise. You can also select Sport for the engine, which sharpens up the

response. However, this pipes a synthesised noise into the cabin, and as the 2.0-litre diesel isn't the nicest-sounding engine in the world, it can get a bit tiresome.

The same goes for the steering, where the lighter weight in Comfort and Normal modes highlights the artificially heavy feeling you get in Sport. This spoils the car's flow down a twisting back road.

At £28,285, the Estate GTD isn't cheap, yet you get lots for your money. And as you'd expect from a hot Golf, it's beautifully finished inside, with smart details like the ball-shaped gearlever, quality materials and tartan seats. And although it's a versatile car, with a 605-litre boot, that doesn't mean it loses out in the design stakes.

The GTD gets bespoke bumpers, a 15mm reduction in ride height and 18-inch alloy wheels which, together with the defined creases, give the car a suitably butch stance.



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Essentials

Vauxhall Astra 1.0-litre ecoFLEX Turbo Tech Line

Price:	£16,995
Engine:	1.0-litre 3cyl turbo
Power/torque:	103bhp/170Nm
Transmission:	Five-speed manual, front-wheel drive
0-60mph:	10.5 seconds
Top speed:	124mph
Economy:	65.7mpg
CO ₂ :	99g/km

ON SALE NOW



Vauxhall Astra 1.0

Running costs

65.7mpg (official)
£54 fill-up



FIRST DRIVE Does turbo petrol hatch make as much sense as diesel?

AE Kyle Fortune

LIGHTER, sharper, more spacious and better equipped, Vauxhall's new Astra has all it takes to fight it out at the top for best-in-class honours.

A higher-powered diesel version has already impressed us (Issue 1,389), but the real test of the Astra's rigorous weight-loss plan is how it works with the smallest, most economical engines – such as the company's 1.0-litre petrol option.

Downsizing is the order of the day and this 1.0 ecoFLEX model is powered by a direct-injection turbocharged three-cylinder engine, which produces 103bhp and 170Nm of torque.

In its most economical guise, that translates to a tax-dodging 96g/km and 67.3mpg – helped by the Easytronic automatic transmission, low-rolling-resistance tyres and stop/start system. Our test model, equipped with a five-speed manual transmission, does see those figures worsen slightly, though, to 99g/km and 65.7mpg.

Vauxhall's dinky 1.0-litre engine still proves as enthusiastic and able as it is in the company's smaller Adam and Corsa models, despite the Astra's bigger body. Obviously it needs working a little bit harder than the more powerful engines in the line-up, especially if you're chasing its 10.5-second 0-60mph time, but with peak torque delivered from just 1,800rpm it's not as frenetic or busy as you might expect.

Reving it hard does reveal its three-cylinder make-up, but it's never raucous, unpleasant or intrusive, while



Tech Line trim adds larger touchscreen and sat-nav

the five-speed manual gearbox shifts quickly and easily – although another ratio might enhance economy even more.

Such are the improvements in wind and engine noise that you hear a bit more from the road as the speed rises, but the Astra's right up there with the Volkswagen

Golf when it comes to refinement, which adds to the more upmarket feel.

That's true inside, too, which – thanks to some clever packaging – has far more space in spite of the Astra's reduced exterior proportions. Accommodation for rear seat passengers is more generous, and the trim materials inside are a marked improvement over the previous car – if not quite in the same league as the class best from Volkswagen.

The entertainment system is easier to navigate, too. Vauxhall's fiddly old set-up has been replaced with an easy-to-operate touchscreen that dominates the centre of the dash and offers masses of connectivity, whether you use an Apple or Android smartphone.



STYLING Latest Astra benefits from corporate styling tweaks to nose and new headlamps that feature standard LED daytime running light strips



ENGINE The 1.0-litre turbo engine is quiet and refined, although you'll need to work it harder than the larger engines in the range to make swift progress



ECONOMY Cars fitted with manual transmission are slightly less frugal than automatic models, but they still manage an impressive 65.7mpg



Verdict

REFINED, with good low-rev response and excellent economy, the Astra's 1.0-litre engine is as impressive here as it is in the Adam and Corsa. Just be careful with the configurator if you want to reduce tax, though, and, as ever, quoted economy figures will be tricky to match in the real world. But, all things considered, this new Astra is an excellent and economical choice for those who don't want a diesel.



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Kia Cee'd

Performance
0-60mph/top speed
10.2 seconds/124mph



Running costs
67.3mpg (official)
£55 fill-up



FIRST DRIVE Facelifted hatch cleans up with new dual-clutch auto box



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AE BACK in June (Issue 1,376), we visited Kia's state-of-the-art factory in Slovakia to help build the one millionth Cee'd. Just three months later, the brand has facelifted its second-generation family hatch with updated styling, new engines and a fresh seven-speed dual-clutch gearbox.

We drove the all-new 1.0-litre three-cylinder in Issue 1,387, but as popular as these scaled-down petrol engines are, diesels still account for a considerable 40 per cent of Cee'd sales – and we got behind the wheel of the new 1.6 CRDi.

It's cleaner than before, with CO₂ emissions dropping by 10g/km, while the manual car's economy jumps to 78.5mpg. However, it's the automatic model that gets the greenest gains, with the seven-speed box 25 per cent more efficient than the old six-speeder.

That means emissions are down to 109g/km from 145g/km, while economy is up from 51.4mpg to 67.3mpg. It's not quite as frugal as the manual, but still impressive. The engine is more powerful



Pete Gibson

Cabin looks and feels the part, while steering wheel-mounted shift paddles are fun to use

and feels it, too. The sprint from 0-60mph takes 10.2 seconds (1.1 seconds quicker than the old car), while a 40Nm bump in torque to 300Nm makes it faster in gear.

The Kia still isn't as refined as some of its European rivals – emitting a mild clatter upon start-up and at low revs – but settle into a cruise, and it'll plod along calmly. Plus, if you plant your foot on the motorway,

it'll surge forward – letting you overtake slower-moving traffic more easily.

The dual-clutch set-up is the biggest revelation, though. It's smooth and quick to react, especially at the top end, where it shifts from sixth to seventh without you noticing. There's also a pair of steering wheel-mounted shift paddles, so you can even have a bit of fun on a back road.

But don't expect this Cee'd to be a Ford Focus-rivalling driver's car. Despite tweaks to the chassis and suspension, it still prioritises comfort over dynamics. It's composed over lumps and bumps, yet throw it into a bend, and the lifeless steering does little to inspire confidence.

All models are now available in sporty GT Line trim, although our car came in the more restrained but still well equipped 4 spec with 17-inch alloys, heated leather seats, keyless go and a panoramic roof.

Interior quality is good and rapidly approaching German levels of solidity, yet at £23,730, the car is expensive – especially next to the SEAT Leon FR 2.0 TDI DSG.

Essentials

Kia Cee'd 4 1.6 CRDi DCT

Price:	£23,730
Engine:	1.6-litre 4cyl turbodiesel
Power/torque:	134bhp/300Nm
Transmission:	Seven-speed dual-clutch auto, front-wheel drive
0-60mph:	10.2 seconds
Top speed:	124mph
Economy:	67.3mpg
CO₂:	109g/km

ON SALE 1 October



CABIN Quality inside is decent – Kia is fast approaching the standard of European rivals here. Top-spec cars get leather front and rear seats, too



PRACTICALITY Boot space remains the same as the outgoing model's and matches the Volkswagen Golf's capacity, at 380 litres with the rear seats up



EQUIPMENT Our 4-spec test car gets these 17-inch alloy wheels and xenon headlamps, although GT Line models will turn even more heads



Verdict

THE new dual-clutch gearbox is a worthy addition to Kia's tried and tested Cee'd range, bringing welcome improvements in fuel economy and a hefty reduction in CO₂ emissions. The 1.6-litre CRDi diesel engine is new as well, but despite a jump in power, it still can't match the silky-smooth options from VW or even Vauxhall. A SEAT Leon with the excellent DSG auto still makes more sense at the top end of the market.



Cee'd is composed and refined, yet steering is a bit lifeless





DON'T IGNORE WARNING SIGNS!

Avoid a diesel particulate filter light on your dash – and the potential for huge bills – through regular maintenance with STP's DPF cleaner

AE DRIVERS have been enjoying the benefits of cleaner, greener diesels for years. These engines' low CO₂ emissions have slashed tax bills, while their strong fuel economy has ensured filling station stops are much less frequent than they used to be.

The big clean-up in recent times has largely been brought about by the introduction of the diesel particulate filter (DPF). Diesels made from 2009 onwards were equipped with the technology – a DPF is fitted to the exhaust system, and traps harmful soot before it can escape into the atmosphere.

But DPFs aren't without their drawbacks, and that's where STP Diesel Particulate Filter Cleaner (£9.99 RRP from Halfords) comes in. While the filter is effective in drastically reducing tailpipe emissions, it only has a limited capacity.

This capacity shouldn't be reached on diesel cars that are regularly driven at high speed on extended journeys. Most car manufacturers talk about frequent driving at 50mph-plus for over 30 minutes, so if you often do long motorway trips, the exhaust should reach a high enough temperature to burn off the soot in the filter – a process called active regeneration. Yet that's not realistic for everyone. Many of us have

short, town and city centre commutes on congested roads. And this can spell disaster if the DPF gets clogged – replacing a filter can cost hundreds or even thousands of pounds, depending on your make or model of car, instantly wiping out all those savings your clean diesel has made at the pumps.

If the DPF light flashes up on the dash, it may not be too late, but you need to act fast. Simply pour a bottle of STP Diesel Particulate Filter Cleaner into your fuel tank (it treats 50 to 60 litres of diesel), and it helps clean and restore your DPF. This easy-to-use product also restores lost power and acceleration – a key symptom of a blocked filter – and reduces exhaust emissions. It works on all diesels with a standard built-in or retro-fitted DPF, apart from heavy-duty trucks with continuously regenerating traps.

The cleaner is perfect for the stop/start driving of modern urban motoring, and STP recommends using it every 1,800 miles. Also, if you think your filter needs replacing – if your car has gone into 'limp home' mode, for example – try using Diesel Particulate Filter Cleaner first. Under £10 for a bottle could work out a lot cheaper than the hundreds or thousands you could be looking at for a replacement DPF.



Simply pour a bottle of STP's cleaner into your car's fuel tank every 1,800 miles to avoid an expensive new DPF



Buy STP's DPF cleaner at www.halfords.com

or pop into your local Halfords, A1 Motor Store or any good accessory shop (RRP £9.99)

"The sheer shove this car's got has you yearning to bury the accelerator"



As well as brutal pace, P90D has a comfortable ride. Steering could be a bit more direct, though

Tesla Model S P90D

Performance

0-60mph/top speed
2.8 seconds/155mph



Electric motor

Power/range
751bhp/330 miles



FIRST DRIVE Crazy all-electric saloon just got a little crazier... and we love it



Steve Fowler
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AE HOW quick is quick? It doesn't seem that long ago that breaking five seconds from 0-60mph put a car into the realms of the supercar. Nowadays, though, a hot hatch can dip into the four-second bracket.

Sat in any car park, the Tesla Model S looks like a mild-mannered saloon. Its all-electric credentials are well known and so is its penchant for putting sports cars to shame.

Yet this 751bhp P90D model takes performance for four-door, five or seven-seat cars to a new level. In a straight drag, it will almost match a £321,000 Lamborghini Aventador SV – sprinting from 0-60mph in the same time it takes the Aventador to get to 62mph. Bonkers. Or even Ludicrous, which is the driving mode Tesla has introduced for maximum attack in a Model S.

The old Insane setting in the P85D was quick enough, but the P90D includes a 90kW battery for a 0-60mph time below three seconds and also adds six per cent to the electric range, at 330 miles. That is, so long as you avoid Ludicrous driving.

So how does it feel? Incredible. Tesla reminds you that there's no need for launch control with four-wheel drive and instant torque, and you're encouraged to just stamp down on the throttle. When you do, your head is jolted back against the headrest and you feel your face doing that

funny thing when your skin is pushed backwards to give you an instant facelift.

And the power keeps on coming. You'll pass the quarter-mile mark in 10.9 seconds as you fly past the national speed limit. You don't get the dramatic soundtrack of a petrol supercar, of course, but the whirr of the electric motor and the whoosh of wind around the mirrors are almost as intoxicating.

Ultimately, though, it's the sheer shove this car's got that has you yearning to bury the accelerator. Overtaking has rarely been less of a problem. Other than the power, performance and range upgrade, which combined add £10,800 to the P85D's price (at £85,700), the P90D is pure Model S.

In spite of the straight-line speed, this isn't a car to throw around – the weight of the batteries, while low in the car, see to that. The steering is fine, yet not particularly direct, too. Still, the ride is pretty comfy.

Inside, the sleek dash is dominated by the huge touchscreen that gets updated via WiFi and can control some advanced autonomous features. There's plenty of space for two in the back, while a third person is able to squeeze in between without a nasty transmission tunnel to worry about – you can even add a pair of rear-facing seats in the boot.

And with Tesla's free-to-use Supercharging network growing to over 1,000 chargers across Europe, crossing the continent has never been cheaper, comfier or quicker.



NEED TO KNOW

Like rivals, the P90D comes with a long options list, including winter tyres, air-suspension and a premium stereo



Essentials**Tesla Model S P90D**

Price:	£85,700
Engine:	Electric, dual motor
Power:	255bhp front, 496bhp rear
Transmission:	Single speed electric motor, four-wheel drive
0-60mph:	2.8 seconds
Top speed:	155mph
Range:	330 miles
CO₂:	0g/km

ON SALE Now

ACCELERATION The P90D improves on the already brutal and rapid P85D, sprinting from 0-60mph in 2.8 seconds thanks to the new Ludicrous driving mode. Top speed is limited to 155mph



PRACTICALITY Every Model S is available with a pair of rear-facing seats in the boot, which makes the P90D the fastest seven-seater in the world

Auto Express Verdict

EVEN the most hardened supercar collectors can't fail to be impressed by Tesla's new Model S P90D. Performance is eye-watering (literally), while if you take it easy, a range of over 300 miles on one charge is perfectly achievable – which is astonishing. It may lack the handling finesse and quality of a Mercedes-AMG E 63 or BMW M5, but as a family friendly continent-crosser, it's a taste of the future – right now.



Mercedes S 500 Coupé

FIRST DRIVE 'Entry-level' two-door is fast and luxurious, so who needs an AMG?**NEED TO KNOW**

Despite being down on power, the S 500 trails the flagship AMG Coupé by only half a second from 0-62mph



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AE MERCEDES has traditionally been one of the best at producing large, imposing and ultra-luxurious two-door grand coupés, and the new S-Class is no exception. We've tried the powerful AMG models in recent months, but what's life like at the entry point to the line-up, in the S 500 Coupé?

Bottom of the range is a relative term here, as entrance to the exclusive S-Class club starts at a considerable £96,000. While the S 63 and S 65 enjoy AMG-tuned twin-turbo 5.5-litre V8 and 6.0-litre V12 engines under their long bonnets respectively, the S 500 makes do with 'just' a 4.7-litre V8.

Although some people may scoff at its comparatively measly 449bhp output, it still has a colossal 700Nm of torque – allowing this two-tonne leather-lined grand tourer to cover 0-62mph in just 4.6 seconds. As a comparison, the twin-turbo V12 S 65 only gets there half a second quicker and is limited to the same 155mph top speed.

Under hard acceleration, the S 500 is pleasingly vocal, too. While the AMG models get special sporty exhausts, the S 500 still offers up plenty of drama – with

the V8 growling right through the rev range. But, as this is still an ultra-luxurious four-seater GT car, the Coupé is more than capable of travelling in near-silence.

Thanks to a nine-speed auto box and double glazing, the S 500 can settle down to an eerily hushed cruise, making light work of motorways and long distances. Turn on to a country road and the slightly numb steering and the car's vast size will remind you this is a grand tourer, not a sports coupé.

Our test car raised comfort up to the next level, though, with its Magic Body Control system. It's a £4,250 option and works by using a clever front-facing camera to scan the road and spot potholes and road imperfections, setting the car up to pre-empt any inevitable jolts. In fact, Magic Body Control is just the start, as our car had a wealth of desirable options, pushing the price up to an eye-watering £130,000.

That, however, is the price of S-Class ownership, and, for those who can afford to splash out on arguably the flashiest Mercedes on the market, money isn't likely to be a problem. But, far from being the AMG models' lesser sibling, we think this super-sleek, quiet and quick V8 S 500 could be the pick of the S Coupé range.

"Under hard acceleration, the S 500 is pleasingly vocal, with the V8 growling through the rev range"

Essentials**Mercedes S 500 Coupé**

Price:	£96,195
Engine:	4.7-litre twin-turbo V8
Power/torque:	449bhp/700Nm
Transmission:	Nine-speed auto, rear-wheel drive
0-62mph:	4.6 seconds
Top speed:	155mph
Economy:	33.2mpg
CO₂:	197g/km

ON SALE Now

INTERIOR The Coupé has the same dashboard as the S-Class saloon, crammed with technology, and can be extensively personalised



PRACTICALITY There's plenty of room in the back seats, and, even with the standard panoramic roof, you get decent headroom, too

**Auto Express Verdict**

MERCEDES has long produced some of the world's finest four-seater coupés. However, most would agree its last attempt – the CL – wasn't up to scratch. The new S-Class Coupé is bold, brash and imposing, but ultimately luxurious, which is key in this market. The entry-level S 500 Coupé is everything it needs to be, making you wonder why you'd spend extra on the AMG versions.





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AE MINI'S hottest ever hatch, the new John Cooper Works, has had one key ingredient missing from its tasty-looking recipe. We've only tested the latest model with a six-speed automatic gearbox; but we're keen to find out if this already good hot hatch can become a great one, so we've now driven what is expected to be the best-selling manual version.

This car isn't quite as efficient, promising just over 42mpg economy and emitting 155g/km of CO₂ compared to the auto's 49mpg and 133g/km. But when you factor in the £1,330 list price saving, the extra you'll fork out at the pumps and the added £50 a year in road tax are easier to digest.

It's also fractionally slower, yet the automatic model's 0.2-second advantage over the manual from 0-62mph (6.1 versus 6.3 seconds) is barely detectable in the real world. Power delivery is equally relentless, making the 228bhp 2.0-litre four-cylinder turbo feel urgent and responsive, ripping through the rev range with such severity that it's tough to keep up with gearchanges.

But this is where the appeal of the manual blossoms. The extra layer of interactivity makes the whole package feel more alive, more alert and ultimately more rewarding. Working your way up and down the ratios yourself is far more satisfying



Essentials

MINI John Cooper Works manual

Price:	£23,050
Engine:	2.0-litre 4cyl turbo
Power/torque:	228bhp/320Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	6.3 seconds
Top speed:	153mph
Economy:	42.2mpg
CO₂:	155g/km

ON SALE Now



DRIVE Manual gearbox makes the JCW a much more involving and enjoyable drive than its automatic sibling. Hold on to gears while lifting off the throttle to hear crackles on overrun



EQUIPMENT The MINI JCW's kit list is a little stingy. You'll need to pay extra for sat-nav, heated seats, climate control and these 18-inch wheels on our test car, which cost £740 more than standard 17-inch rims



MINI John Cooper Works

FIRST UK DRIVE Thrilling manual version makes more sense than auto

than simply flicking a shift paddle, with auto rev matching on the way down giving an audible throttle blip and adding to the thrill.

Even though this is the cheapest version of the JCW, MINI has been rather stingy with the amount of standard kit. If you want sat-nav, you'll have to pay extra for it – just like you will if you want heated seats, climate control and automatic lights. But tick too many boxes, and the price will rocket close to £30,000, pushing the MINI into Volkswagen Golf R territory.

One option worth forking out for, though, is the £240 adaptive dampers. Toggle to Sport mode, and you can feel the car tense up – the steering weights up, the dampers become firmer and exhaust more raucous.

You get lovely crackles on the overrun when lifting off the throttle, and you'll soon find yourself hanging on to gears by bringing your foot up earlier for the gunfire soundtrack as the revs recede. Pin the throttle, and there's huge in-gear pace thanks to 320Nm of torque available from 1,250rpm, which swiftly gets you back up to speed. The dampers soften as you flick it into Normal, taking the edge off the ride. That maturity is echoed inside, too, with an upmarket cabin that retains MINI's quirky look.



JCW model's red trim adds a sporty feel to the MINI's upmarket and well built interior

Olis Clay



Auto Express Verdict

FITTING a manual gearbox has boosted the appeal of the MINI JCW. It'll cost more to run, but the list price saving of £1,330 and greater driver engagement make this option a no-brainer. However, it's worth noting that rivals, namely the lower-powered Ford Fiesta ST, offer as much fun for a fraction of the cost.





Alpina D4 Convertible

FIRST UK DRIVE Entertaining alternative to BMW's M4



Dean Gibson

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ALPINA has spent 50 years fine-tuning BMWs by increasing performance and sharpening the handling, and the latest model in the line-up is the new D4.

It's based on the BMW 435d, albeit without that car's now-standard four-wheel drive, and is available in Coupé or Convertible form. Alpina has added its eight-speed Switchtronic auto, boosted the engine to 350bhp, revised the suspension and made a few cosmetic tweaks, too.

Styling revisions include a minor bodykit and those not-so-subtle 21-inch alloys, but overall, the D4 has a less imposing look than BMW's own flagship M4. Inside, there are blue-backed dials, a hand-stitched steering wheel and a numbered plaque on the dash reminding you of the D4's exclusivity. Everything else is pure 4 Series.

The broad power band and 700Nm of torque mean the D4's great for overtaking, while the engine has a sporty note for a diesel. The suspension tweaks more than compensate for the large wheels and low-profile tyres – the car is firm yet composed – but there's plenty of tyre noise at speed.

In corners, the D4 Convertible is pegged back by the extra weight of BMW's complex folding hard-top. There's some twist in the body, but the Alpina is still entertaining.

The only real issue is with the gearbox, because, while it delivers crisp shifts in auto mode, the small buttons on the back of the steering wheel make manual changes fiddly.



Dominic Fraser



Alpina D4 Convertible

Price:	£54,950
Engine:	3.0-litre 6cyl bi-turbo
Power/torque:	350bhp/700Nm
Transmission:	Eight-speed Switchtronic auto, rear-wheel drive
0-62mph:	4.6 seconds
Top speed:	155mph (limited)
Economy:	53.3mpg
CO₂:	156g/km

ON SALE Now



Verdict

THE Alpina D4 is the diesel M car that BMW hasn't got the nerve to build. It delivers sharp handling and searing performance that tread on the toes of BMW's own M4, yet boasts a subtle look that makes it more appealing. Add the lower running costs of the diesel, plus a near-£10k saving over the M4, and it's very tempting. The Convertible isn't the sharpest, but it's no worse than the M4 drop-top.



Coming soon



TOYOTA C-HR 2017

Previewed by the concept at 2014 Paris Motor Show, Toyota's new hybrid compact SUV is set to target Nissan's Juke

SUPERMINIS

Ford Ka	2016	Porsche Pajun	2018
Ford Fiesta	2017	Renault Alpine	2016
Kia Rio	2018	Toyota FT-1 (Supra)	2017
Renault Twingo GT	2016	VW Golf R400	2016
Renault 5	late 2017	TVR sports car	2017
SEAT Ibiza	2017	VW Golf GTI Clubsport	2016
Smart ForTwo Brabus	mid 2016	VW Scirocco GTS	2016
Suzuki Swift	2017		
Suzuki Baleno	2016		
Volkswagen Polo	2017		

FAMILY CARS

Alfa Romeo Giulia	late 2015	Alfa Romeo SUV	2017
Alfa Romeo Giulia Estate	late 2016	Aston Martin DBX	2019
Audi A3 three-cylinder	late 2015	Audi Q1	2016
Audi A4	late 2015	Audi Q5	2016
BMW 3 Series Plug-in	mid 2016	Audi Q6	2018
BMW i5	2016	Audi Q8	2020
DS 4 Crossback	2016	Audi RS Q1	late 2016
Honda Civic	2017	Bentley Bentayga	2016
Honda FCEV	mid 2016	BMW 1 Series Sport Cross	2017
Infiniti Q30	December	BMW X1	October
Kia Optima facelift	late 2015	BMW X2	2017
Kia Sportage	2016	BMW X3	2016
Jaguar XE Sportbrake	2016	BMW X7	2018
Mazda large SUV	2017	BMW X7	2018
MG5	2020	Citroen Grand Cactus	2017
MINI Clubman	late 2015	Dacia Duster facelift	2016
MINI Countryman	early 2016	Ford Edge	late 2015
Nissan Leaf	mid 2016	Infiniti QX30	mid 2016
Porsche Panamera	2016	Jaguar F-Pace	2016
Porsche Panamera estate	2017	Jaguar 'Baby' F-Pace	2018
Renault Mégane	mid 2016	Kia Niro	2018
Subaru Levorg	late 2015	Lamborghini Urus	2018
Tesla Model III	2016	Land Rover Defender	2018
Toyota Prius	late 2015	Lexus RX	late 2015
Toyota Mirai	late 2015	Maserati Levante	2016
Vauxhall Astra	late 2015	Mercedes AMG GT four-door	2017
Vauxhall Insignia	2017	Mercedes GLC Coupé	early 2016
VW Beetle Dune	late 2015	Mercedes GLS	early 2016
VW Golf CC	2016	MG GS	2016
		Peugeot 3008	2017
		Peugeot Quartz	2016
		Porsche Cayenne Coupé	2017
		Porsche Macan Turbo S	late 2015
		Porsche Macan GTS	late 2015
		Porsche Panamera	2016
		Qoros 2 SUV	2016
		Qoros 3 City SUV	2016
		Renault Alaskan pick-up	2016
		Renault seven-seat SUV	2016
		Rolls-Royce Cullinan	2018
		SEAT SUV	2016
		Skoda seven-seat SUV	2017
		Skoda Coupé SUV	2018
		Skoda Yeti	2017
		Suzuki iM-4	2018
		Tesla Model X	late 2015
		Toyota C-HR	2017
		Volkswagen Tiguan	2016
		Volkswagen T-ROC	2016
		Volvo XC40	2018
		Volvo XC60	2017

SPORTS CARS

Abarth 124 Spider	2017	Qoros 2 SUV	2016
Abarth 500X	2017	Qoros 3 City SUV	2016
Alfa 4C Stradale	2016	Renault Alaskan pick-up	2016
Alfa 6C	2016	Renault seven-seat SUV	2016
Aston Martin DB9	late 2016	Rolls-Royce Cullinan	2018
Aston Martin V8 Vantage	early 2016	SEAT SUV	2016
Audi A5	spring 2016	Skoda seven-seat SUV	2017
Audi A9	2018	Skoda Coupé SUV	2018
Audi R4	2016	Skoda Yeti	2017
Audi TTRS	2016	Suzuki iM-4	2018
Audi TT Sportback	2016	Tesla Model X	late 2015
Audi TT Sport Quattro	2016	Toyota C-HR	2017
BMW M1	2016	Volkswagen Tiguan	2016
BMW M2	2016	Volkswagen T-ROC	2016
BMW M4 GTS	2016	Volvo XC40	2018
Caterham sports car	2018	Volvo XC60	2017
Ferrari F12 Speciale	2016		
Ford GT	2016		
Ford Focus RS	2016		
Honda CR-Z	2017		
Honda NSX	2017		
Honda NSX Type R	2018		
Infiniti Q60	2016		
Jaguar XER	early 2016		
Kia GT4 Stinger	2016		
Lamborghini Asterion LP910-4	2017		
Lamborghini Huracán Superleggera	2016		
Lexus GS F	late 2015		
Lexus RC	late 2015		
Lexus LF-LC	2016		
Maserati Alfieri	2017		
Maserati Gran Turismo	late 2017		
McLaren 570 S	late 2015		
McLaren 540 C	2016		
Mercedes C-Class Coupé	2016		
Mercedes C 450 AMG Sport	2016		
Mercedes C 63 AMG Coupé	2016		
MG TF replacement	2020		
Nissan Pulsar Nismo	late 2015		
Peugeot 308	2016		
Peugeot 408 GT	2018		
Porsche 961	2017		

PEOPLE MOVERS

VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	2016
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	2016
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2016
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	2016

LUXURY CARS

Audi A8	2017
BMW 5 Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Lexus GS	2016
Mercedes E-Class	2016
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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TOWCAR of the year 2016



Pulling out all the stops

Once again, we team up with the Caravan Club to name the top towcars across the key classes of the market, before crowning our overall champ

AE WITH well over a million touring caravans on UK roads these days, the towcar market is big business. In fact, research has shown that caravan owners change their cars at least once every three years, meaning they're often in the market for new models.

And it's not just the caravan fraternity that needs the best towcar for the job. Horseboxes, trailers and a whole host of other vehicles get hitched to our cars week in, week out. So, the right towcar for the job is essential to make your journey as safe and comfortable as possible. In an effort

to take the strain out of this choice, Auto Express has once again teamed up with The Caravan Club to run the rule over the latest towcar contenders.

A total of 43 models were put through the toughest towing test in the business, as we strived to find the car with the best pulling power on the market. We split our contenders into seven price bands, plus rated 4x4s in two classes, covering those weighing up to and over 1,800kg. The overall Towcar of the Year would come from one of our seven category winners. Plus, our judges handed out a special Innovation Award.

JOINING THE CLUB

The Caravan Club was founded in 1907, and is Europe's largest touring organisation, with members owning around 500,000 cars.

THE
CARAVAN
CLUB

TOWCAR OF THE YEAR 2016



How we picked a winner

OUR three-day test was again held at Millbrook Proving Ground in Bedfordshire, with Bailey of Bristol supplying caravans of different weights and sizes to tow. Ballast was added to each car to represent a family of four, and the vans were loaded to 85 per cent of the car's kerbweight.

Noseweights were set to the recommended limits: five to seven per cent of the running weight or the maximum weight for the coupling head – whichever was lowest.

Our judging panel assessed each car and caravan for stability and composure at speed around Millbrook's two-mile high-speed bowl, with crosswinds providing real-world conditions. The acceleration tests were next, while the brakes were also put through their paces.

A lap of the challenging Alpine hill route allowed our judges to assess handling, while 14 and 17 per cent inclines tested the cars' ability to do hill starts and put hand, foot and electric parking brakes in the spotlight.

Finally, our judges looked at 'caravanability' – how easily cars swallowed a raft of bulky camping essentials.



TEST TWEAKS

Caravan noseweights and car weights were adjusted to create equal test conditions for all of our competitors



"Our judges looked at how easily cars swallowed bulky essentials"

Pictures: John Colley Location: Millbrook Proving Ground, Bedfordshire

www.autoexpress.co.uk

VALUE
OPTION

MG6 beat rivals from SsangYong to win here, with its high-speed composure and price appealing

SURPRISE
PACKAGE

Renault's Captur put in a great all-round display on the road, yet boot space was a little tight



Under £17,500

AE WITH only three contenders in this low-budget category, the result was a close call, but the MG6 S just nudged ahead to claim the prize.

The car recently underwent a facelift, which brought tweaked engines, revised suspension and even more kit. With prices starting at just £14,000, the 6 is great value, too – and we test it against the Skoda Rapid on Page 54. But how did it fare once partnered up with the five-berth Bailey Pursuit 560-5?

On Millbrook's Alpine hill route, the 148bhp 1.9-litre diesel engine struggled to keep pace as well as some rivals, meaning you have to work the gearbox much harder to maintain momentum. The ride is fairly soft, but the MG6 does a good job of isolating occupants from the thumps and bumps. However, the steering is vague and not as sharp or engaging as we'd have liked while towing.

And although the 350Nm torque output looks good on paper, the MG took a while to accelerate to 75mph on the high-speed bowl. Plus, the ride was a bit unsettled at times – especially in

- MG6 DTi Tech S
- SsangYong Korando SE
- SsangYong Korando SE 4

the crosswinds – yet this did smooth out once up to motorway speeds.

The MG6 gets a cavernous 498-litre load space, which rises to 924 litres with the rear seats folded. Sadly, the boot is hampered by its high load lip and narrow aperture, plus it failed to take all of our test equipment. However, as there's no spare wheel, there's room under the floor that can be used.

Nonetheless, our S-spec model looks smart, with its new angular front and rear bumpers and LED daytime running lights. The interior is comfortable, although the seats could do with more bolstering for longer journeys. And S trim brings heated seats, 16-inch alloys and an electronic parking brake as standard.

The MG6 emits just 119g/km of CO₂, so you'll pay only £30 a year in road tax, while claimed 61.4mpg economy should mean fewer trips to the filling station.

“Ride is fairly soft, but the MG6 does a good job of isolating passengers from the thumps and bumps”

WINNER: MG6 DTi Tech S



Price/as tested:	£13,999/£14,599
Engine:	1.9-litre 4cyl diesel
Power/torque:	148bhp/350Nm
Official economy:	61.4mpg
CO ₂ /road tax:	119g/km/£110
Kerbweight:	1,521kg
30-60mph:	13.3 seconds
40-60mph:	10.5 seconds
Braking (60-30/40-10mph):	53.8/31.8 metres

£17,500 - £22,000

AE ONCE again, the contenders in this price band were closely matched, but it was the Renault Captur 1.5 dCi 110 Dynamique Nav that took top spot.

It was hitched to the two-berth Bailey Tigrano Silver 310, and proved to be a surprisingly good towcar – the Renault cruised round the high-speed bowl effectively and reached 80mph more easily than expected. Not only that, it coped with the crosswinds admirably, meaning it felt safe and composed at all times.

And it didn't disappoint on the Alpine route, either. It pulled away confidently on the 17 per cent hill start, even with a traditional handbrake that held both the car and van on the first attempt. Plus, the slick manual gearbox was simple to use, so it was easy to make the most of the Captur's limited power on the tight and twisty hill circuit.

Despite the engine's lack of punch, it delivers a spirited drive and the positive steering makes the car easy to drive while towing. It's bright and cheerful inside, with distinctive seat trims. The seat covers can also be removed to

- Citroen C4 Cactus BlueHDi 110 Flair
- Fiat Panda Cross 1.3 Multijet
- Renault Captur 1.5 dCi 110 Dynamique Nav
- Suzuki Vitara 1.6 AllGrip SZ5
- Toyota Auris 1.6 Touring Sports Business Edition
- Vauxhall Mokka 1.6 CDTi 136PS

either change them with your mood or wash off dirt, which is very handy.

The raised ride height and chunky stance make the Captur a distinctive compact SUV that offers a range of personalisation, including contrasting roof colours and bold bodywork decals to help it stand out from the crowd.

Unfortunately, we weren't able to fit all of our camping kit in the 377-litre boot. Still, the Renault does have a double floor, and once this is taken into account, the usable space increases to 455 litres with the back seats in place.

“Engine delivers a spirited drive and the positive steering makes the car easy to drive while towing”

WINNER: Renault Captur 1.5 dCi 110 Dynamique Nav



Price/as tested:	£17,695/£18,017
Engine:	1.5-litre 4cyl diesel
Power/torque:	108bhp/150Nm
Official economy:	76.4mpg
CO ₂ /road tax:	98g/km/£0
Kerbweight:	1,190kg
30-60mph:	14.6 seconds
40-60mph:	11.6 seconds
Braking (60-30/40-10mph):	55.8/28.9 metres



Testers' notes

"Millbrook's tortuous Alpine route is a stern test of any car and caravan. Not only do the steep inclines and descents put engines and brakes under the microscope, the tight twists and turns amplify any waywardness and instability in the ride and handling of the combination."



Lesley Harris Road tester



Inclines on Millbrook's Alpine circuit tested our cars' power, including their hill-start ability

£22,000 - £26,000

AE THIS mid-range category included last year's reigning champ in the form of the SEAT Leon ST. So could the Spanish star hold on to its crown? Well, it was close, but in the final reckoning – and by just a handful of points – the newly revised VW Jetta 2.0 TDI 150 DSG SE walked away with the trophy this time around.

The Jetta is no stranger to the Towcar podium, having picked up a hat-trick of trophies over the past few years; so it had a lot to live up to in this new guise. The car was hitched to a four-berth Bailey Pursuit 440-4 caravan, and it soon became clear just why the VW is still so good.

Its well established 148bhp 2.0-litre TDI engine remains as punchy as ever, making light work of hauling the hefty van around the challenging Millbrook routes.

The two-mile bowl was a breeze, and even the crosswinds couldn't upset this winning car and caravan combination. Better still, our judges were impressed with the acceleration times achieved by the Jetta, which allowed for safer overtaking manoeuvres. Yet it was on the hill routes that the car really came alive.

Push the VW into a corner, and you'll be rewarded with great body control and lots of grip. The only gripe was the DSG gearbox, which gets occasionally flustered

- **Citroen C4 Picasso** BlueHDi 150 Auto Exclusive
- **Mitsubishi ASX** 4x4 2.2d Auto ZC-H
- **Peugeot 3008** 1.2L PureTech 130 S&S Allure
- **SEAT Leon ST** 2.0 TDI 184PS FR
- **SsangYong Korando** Sports EX Auto
- **Vauxhall Insignia** Sport Tourer 2.0 CDTi 170PS
- **Volkswagen Jetta** 2.0 TDI 150 DSG SE

by the steeper inclines. Once unhitched, this is a practical family saloon that has one of the biggest boots in its class. Its 510-litre capacity was more than big enough to swallow all of our items without having to fold the back seats.

Our SE version gets alloy wheels, hill hold, DAB radio and cruise control as standard, plus the offer of a two-year service plan for £15.99 per month takes the sting out of maintenance costs. Add in the Jetta's claimed 62.8mpg unhitched economy, and it's easy to see why it has made a swift return to our Towcar of the Year leaderboard.

PUNCHY PERFORMER

With its 148bhp TDI engine, the VW hauled the four-berth caravan with ease and composure



"It's easy to see why the Volkswagen Jetta has made a swift return to our Towcar of the Year leaderboard"

WINNER: VW Jetta 2.0 TDI 150 DSG SE



Price/as tested:	£23,930/£24,740
Engine:	2.0-litre 4cyl diesel
Power/torque:	148bhp/340Nm
Official economy:	62.8mpg
CO ₂ /road tax:	120g/km/£30
Kerbweight:	1,448kg
30-60mph:	11.3 seconds
40-60mph:	8.3 seconds
Braking (60-30/40-10mph):	54.6/30.1 metres

Tyre smoke filled the air in braking tests, as we slowed car and caravan from 60-30mph and 40-10mph



Testers' notes

"Hitching a double-axle caravan to a large SUV results in a hefty combined kerbweight, so it came as a surprise that the VW Touareg posted the shortest stopping distances here. It slowed from 60-30mph in 43 metres and from 40-10mph in an impressively short 22.4 metres."



Lesley Harris Road tester

Best car between £26,000 and £30,000

- Fiat 500X 2.0 Multijet 140PS
- Ford Mondeo Titanium Estate AWD
- Jeep Renegade 2.0 Multijet 140PS 4WD
- Mazda 6 2.2D 175PS Tourer Sport Nav
- Mazda CX-5 2.2d 175PS AWD Sport Nav

- Mitsubishi L200 2.4d Barbarian
- Nissan Qashqai dCi 130 Tekna 4wd
- Peugeot 508 2.0 BlueHDi 150 S&S GT Line
- SEAT Leon X-Perience 2.0 TDI 150 SE Tech
- Skoda Octavia Scout 2.0 TDI 150PS 4x4

- SsangYong Rexton W ELX
- Subaru Forester 2.0d XE
- Toyota Avensis 2.0 Touring Sports Business Edition
- Volkswagen Golf SV 2.0 TDI 150PS DSG

AE UNSURPRISINGLY, this price category had the most entries, and also had a returning champ hoping to retain its title. However, despite its numerous strengths, the VW Golf SV simply couldn't match the 148bhp Skoda Octavia Scout 2.0 TDI 4x4.

Skoda is no stranger to this competition, and has a load of trophies to prove it. What made the Octavia Scout so special? To find out, we hitched it to a Bailey Pursuit 550-4.

From the off, it's hard not to like this car. For starters, once on the road, you're hard pressed to remember you're even towing. The car and van were in perfect harmony as they sailed around the high-speed bowl. Plus, there wasn't a hint of disturbance from the crosswinds that blew across the track. Stability is crucial when towing, and the Octavia Scout certainly scored highly in this discipline. Even at speeds well in excess of our legal towing limit, it still felt rock-solid.

Our model was fitted with a six-speed manual gearbox, which was a delight to use when paired with the very capable 148bhp

engine. Even on the steepest 17 per cent inclines, the Octavia Scout steamed ahead and took on corners with relish without having to work the gearbox hard.

It looks like a rugged off-roader, with chunkier bumpers, plastic body cladding and a higher ride height than the standard Octavia, plus the permanent four-wheel drive is capable on slippery roads.

Inside, you'll find a clean and logically laid out dashboard, while the seats are comfortable. There's also plenty of space for both driver and passengers, making this a fantastic family towcar. Its huge boot will hold 610 litres with the rear seats in place and 1,740 when they're folded. And with 60.1mpg economy, it shouldn't break the bank either.

"Once on the road, you're hard pressed to remember that you're even towing"



WINNER: Skoda Octavia Scout 2.0 TDI 150PS 4x4



Price/as tested: £25,405/£26,055

Engine: 2.0-litre 4cyl diesel

Power/torque: 148bhp/340Nm

Official economy: 60.1mpg

CO₂/road tax: 125g/km/£110

Kerbweight: 1,451kg

30-60mph: 13.2 seconds

40-60mph: 10.5 seconds

Braking (60-30/40-10mph):

46.0/29.8 metres



SHARP SPRINTER
Passat Estate raced from 40-60mph in just eight seconds and took inclines in its stride



TOP ALL-ROUNDER
Touareg is quick off the mark yet also stable and composed in corners thanks to well weighted steering

■ £30,000 - £40,000

AE SEVEN cars were up for this category crown, but it was yet another VW that stole the prize in the shape of the hugely popular Passat Estate 2.0 TDI DSG GT.

Once again, the VW Group's versatile 2.0 TDI engine – tuned to the higher output of 187bhp – came up trumps, as the all-new Passat took on the challenges with relish. Even when hitched to the large Bailey Pegasus GT65 Verona caravan, it scored well in all of our disciplines.

Like its Jetta stablemate, the Passat astounded the judges with its ability to haul the caravan with such agility. Our recorded acceleration figure from 40-60mph was just eight seconds – beaten only by the larger 3.0-litre VW Touareg.

However, it was on the hill route that the Passat really came into its own. Its whisper-quiet engine and six-speed DSG twin-clutch gearbox worked well together; plus, you don't need to hunt for gears as in the Jetta, and the changes are smooth.

Steep inclines were brushed aside by the lively engine, and even with such a large caravan on tow, it didn't miss a beat as it charged up the 17 per cent incline.

The ride is also excellent and soaks up lumps and bumps effortlessly. Around the high-speed bowl, it was always steady – reaching the legal speed limit and beyond

- **Honda CR-V 1.6 i-DTEC SR**
- **Kia Sorento KX-3**
- **Land Rover Defender 110**
- **Nissan X-Trail dCi 130 n-tec 4wd**
- **SEAT Alhambra 2.0 TDI 177PS SE Lux**
- **Volkswagen Passat Estate 2.0 BiTDI 4MOTION 240PS GT**
- **Volkswagen Passat Estate 2.0 TDI 190PS DSG GT**

with ease. This makes the Passat Estate an excellent long-distance cruiser.

And there's no need to worry about space, either, as the VW is vast in every respect. The 660-litre boot swallowed all our test kit with plenty of room to spare, plus the rear seats fold and increase that space to a whopping 1,780 litres. Plus, there's lots of room for passengers.

CO₂ emissions of 120g/km add up to an annual road tax rate of just £30, while a respectable 61.4mpg unhitched economy figure means the Passat won't cost the earth to run. Our experts have also calculated that the car will retain 44.2 per cent of its value after three years.

“The Passat Estate astounded our judges with its ability to haul the caravan with such agility”

WINNER: VW Passat Estate 2.0 TDI 190PS DSG GT



Price/as tested: £31,045/£32,385
Engine: 2.0-litre 4cyl diesel
Power/torque: 187bhp/400Nm
Official economy: 61.4mpg
CO ₂ /road tax: 120g/km/£30
Kerbweight: 1,581kg
30-60mph: 10.4 seconds
40-60mph: 8.0 seconds
Braking (60-30/40-10mph): 51.3/28.9 metres

■ £40,000 - £50,000

AE THERE were only three entries in this price band, so the competition really was wide open. However, for the judges, one car stood head and shoulders above the rest – the Volkswagen Touareg. Taking another trophy for the VW cabinet, the R-Line 4MOTION model, with its 258bhp V6 TDI diesel, emerged victorious.

It's not surprising that this large SUV is the perfect towcar. The 3.0-litre engine made light work of hauling the twin-axle four-berth Bailey Unicorn Barcelona caravan around the course, and did so in style. While there was never a hint of hesitation as the Touareg stormed around the high-speed bowl, it did suffer from a slightly fidgety ride under 40mph. However, this does smooth out as speed increases; thus rendering the Touareg a comfortable and stable motorway cruiser.

There's plenty of power when you need it, too, as 580Nm of torque on tap ensures that there's all the mid-range performance you could ever want, plus pick-up is rapid – as revealed by its excellent acceleration figures.

Even with the extra weight of the caravan, the Touareg is still amazingly quick, with the sprint from 30-60mph taking just 9.1 seconds and a mere

- **Kia Sorento KX-4**
- **Land Rover Discovery Sport**
- **Volkswagen Touareg 3.0 V6 TDI 262PS 4MOTION R-Line**

seven seconds from 40-60mph. This coupled with the smooth-shifting auto makes the car a delight to drive. And that's not all, because the Touareg is fairly nimble on its feet for such a large car thanks to nicely weighted steering and plenty of grip. So, it can be pushed hard in corners without losing composure.

The Volkswagen is comfortable inside, too. Large leather seats provide good support, and the clean and stylish fascia looks great. We tested the range-topping R-Line model, which gets a panoramic sunroof, keyless go, an electric tailgate, hill descent assist and hill hold as standard features.

However, the boot is smaller than both the Jetta and Passat Estate's, at 580 litres, plus it failed to take all the required items in our test. Still, engine tweaks and other modifications have resulted in a reduced CO₂ emissions figure of 174g/km, which should keep the car's running costs down.

“Even with the extra weight of the caravan, the Volkswagen Touareg is still amazingly quick”

WINNER: VW Touareg 3.0 V6 TDI 262PS 4MOTION R-Line



Price/as tested: £48,405/£49,170
Engine: 3.0-litre V6 diesel
Power/torque: 617bhp/580Nm
Official economy: 42.8mpg
CO ₂ /road tax: 174g/km/£205
Kerbweight: 2,185kg
30-60mph: 9.1 seconds
40-60mph: 7.0 seconds
Brakes (60-30/40-10mph): 43.0/22.4 metres

This one is good for camping



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BRAND'S BEST
Disco beat other Land Rovers to this category title, and has huge 3,500kg towing capacity

Best AWD over 1,800kg

AE WELL, there was absolutely no surprise that our £50k-plus champ scooped this heavyweight title. It was the heaviest car in the competition, at 2,583kg, yet Land Rover's dependable Discovery felt like one of the lightest on its feet.

It's come a long way from its early days as a fairly utilitarian off-roader, but the Disco retains its go-anywhere

spirit. Buyers probably won't begin to scratch the surface of its capabilities in the rough, although they'll enjoy the effortless driving and brilliant towing ability that the Discovery delivers.

And there are plenty of goodies to play with, too – TV, DAB radio, a rear seat entertainment system and Trailer Stability Assist to name just a few.

"It was the heaviest car in the competition, yet the Land Rover felt like one of the lightest on its feet"

WINNER: Land Rover Discovery 3.0 V6 HSE Luxury



Price/as tested: £59,970/£61,220
Engine: 3.0-litre V6 diesel
Power/torque: 252bhp/600Nm
Official economy: 36.7mpg
CO₂/road tax: 203g/km/£290
Kerbweight: 2,622kg
30-60mph: 11.2 seconds
40-60mph: 8.6 seconds
Braking (60-30/40-10mph): 57.2/30.1 metres

Over £50,000

AE LAND Rover was always going to be a winner in this category, but which of its talented cars would carry off the trophy? Well, for the second year running, it was the Discovery 3.0-litre V6 HSE Luxury that emerged victorious.

Once again, there were no surprises when the Discovery did everything that was asked of it after being hitched to the large Bailey twin-axle Unicorn Barcelona. The very capable 4x4 stormed round the high-speed bowl without really breaking a sweat, and thanks to its massive towing limit of 3,500kg, even the hefty caravan wasn't going to blunt the Discovery's excellent performance.

Our 3.0 SDV6 HSE Luxury test model was praised highly by the judges for its impressive pulling power and effortless cruising ability. Tipping the scales at just over two-and-a-half tonnes, this heavyweight took everything in its stride, and not even the roughest of crosswinds dared to unsettle the sure-footed SUV.

Even the twists and turns of the treacherous Millbrook Alpine route

- Land Rover Discovery
- Land Rover Range Rover Sport
- Land Rover Range Rover

failed to trip up the Disco as it wafted around the course with consummate ease.

Plus, this chunky Land Rover not only delivers a relaxed drive, but can seat seven adults in true comfort. The swathes of leather, wood and other top-notch materials create a sumptuous cabin, while the high driving position gives a great view of the road ahead.

There's loads of storage within the cabin, too, with drinks and general bits and bobs all accounted for to keep children quiet on those long journeys.

And, of course, there are plenty of gizmos to get to grips with. But you'll need deep pockets to run the Discovery, with its 36.7mpg economy figure expected to drop dramatically once hitched to a caravan. CO₂ emissions of 203g/km also mean you'll pay £290 a year in road tax.

"Discovery was praised highly by the judges for its impressive pulling power and cruising ability"

WINNER: Land Rover Discovery 3.0 V6 HSE Luxury



Price/as tested: £59,970/£61,220
Engine: 3.0-litre V6 diesel
Power/torque: 252bhp/600Nm
Official economy: 36.7mpg
CO₂/road tax: 203g/km/£290
Kerbweight: 2,622kg
30-60mph: 11.2 seconds
40-60mph: 8.6 seconds
Braking (60-30/40-10mph): 57.2/30.1 metres

Best AWD under 1,800kg

AE IT'S yet another win for VW, as the Passat Estate 2.0 BITDI 4MOTION GT takes the under 1,800kg AWD trophy.

Like its less powerful brother that scooped £30,000-£40,000 honours, the car wowed the judges with its hugely entertaining drive and towing ability.

Even having a three-berth Unicorn Madrid unit hitched didn't affect

performance, as it hauled the van around the course without a second thought.

The seven-speed DSG box worked a treat, yet as this four-wheel-drive version is heavier than its 2WD stablemate, economy drops to 52.3mpg, while CO₂ emissions of 140g/km mean road tax will also be higher, at £130. Still, the big boot easily swallowed our test gear.

"Even having a three-berth Unicorn Madrid unit hitched didn't affect the Passat's performance"

WINNER: VW Passat Estate 2.0 BitDI 4MOTION GT



Price/as tested: £36,175/£37,510
Engine: 2.0-litre 4cyl diesel
Power/torque: 237bhp/500Nm
Official economy: 52.3mpg
CO₂/road tax: 140g/km/£130
Kerbweight: 1,721kg
30-60mph: 8.2 seconds
40-60mph: 6.3 seconds
Braking (60-30/40-10mph): 54.6/28.8 metres



PARKING PRECISION

Offered on likes of Passat, Trailer Assist identifies steering angles on screen before taking control of steering to help you do perfect reversing move



Innovation Award

WINNER: Volkswagen Trailer Assist

THIS year, our judges were bowled over by one piece of technology that will become a must-have and make novice caravanners jump for joy: VW's Trailer Assist system.

This incredibly clever kit will help you complete perfect reversing manoeuvres with your caravan or trailer by automatically controlling the car's steering. In a nutshell, VW engineers created Trailer Assist by ingeniously marrying the existing Park Assist system and the rear-view camera.

The set-up couldn't be easier to use. Bring your car and caravan to a stop and engage reverse gear. Then press the Trailer Assist button to activate the system, and it'll recognise that you have a trailer attached. It works out the current and possible steering angles, which are visualised on the screen. The trailer angle is then used to calculate the steering wheel angle.

The wing mirror adjustment doubles up as a joystick, allowing the driver to adjust the desired driving direction. And as if by magic, the car does all the hard work – automatically controlling the electro-mechanical servo steering system. All you have to do is operate the throttle and brakes.

It's a bit unnerving at first, but once mastered, it's a must-have. You can deactivate the set-up by pressing the Trailer Assist button once again or making a manual steering intervention, plus the Trailer Assist will slow the car down automatically if it exceeds a defined speed.

“Clever kit will help you make perfect reversing manoeuvres with your caravan or trailer by controlling the car's steering”



TOWCAR





Winners

- **Under £17,500**
MG6
- **£17,500-£22,000**
Renault Captur
- **£22,000-£26,000**
Volkswagen Jetta
- **£26,000-£30,000**
Skoda Octavia Scout
- **£30,000-£40,000**
Volkswagen Passat Estate
- **£40,000-£50,000**
Volkswagen Touareg
- **Over £50,000**
Land Rover Discovery

of the Year 2016

OVERALL WINNER: Land Rover Discovery

AE IT'S the moment of truth. Seven cars have taken well deserved category wins, yet only one can be crowned the overall 2016 Towcar of the Year. The judges had a tough job, but in the end it was the Land Rover Discovery that shone through to take our coveted title.

It really is the ultimate towcar – whether it's pulling a caravan, trailer or horsebox, the big off-roader is a sublime performer. Tested in this HSE Luxury guise, it gets a host of equipment, too, including adaptive xenon headlamps with daytime running lights, a Meridian sound system, digital TV and rear seat entertainment with two eight-inch screens and WhiteFire wireless headphones all as standard.

Unhitched, it's a perfect family vehicle with plenty of room for everyone. The stadium-style seating means

that even occupants in the third row of seats have an unspoiled view of the road ahead – although the rearmost seats are a little bit heavy to put into position. Still, when they're out of the way, the Discovery offers a huge 1,260 litres of load space in five-seat guise, while the manual seat-folding mechanism is easy to use, so getting all your caravan accessories in is a doddle.

It's supremely comfortable to drive with an interior that is sumptuous and full of luxury touches, as you'd expect. But this heavyweight champ is no slouch, either. The 3.0-litre V6 engine delivers all the power you need even when

hitched to a hefty twin-axle caravan. When towing in our acceleration tests, the Discovery sprinted from 30-60mph in 11.2 seconds and 40-60mph in 8.6 seconds – truly remarkable times for a car that weighs 2,622kg.

There's no denying that the Land Rover is pricey, but it outstrips all the class leaders in terms of what you can expect to get back over three years, with our experts predicting that it'll retain 54.3 per cent of its value.

So, if you need a capable all-rounder with effortless towing abilities and class-leading off-road credentials, then the Land Rover Discovery takes some beating.

"Discovery is the ultimate towcar – whether it's pulling a caravan, trailer or horsebox, the big off-roader is a sublime performer"

Basic instinct



Skoda Rapid SE 1.6 TDI

Price: £18,135 **Engine:** 1.6-litre 4cyl turbodiesel, 113bhp
0-60mph: 9.3 seconds **Test economy:** 51.0mpg/11.2mpl
CO₂: 109g/km **Annual road tax:** £20



IF you're after space and practicality on a budget, these two contenders – the new MG6 and the Skoda Rapid – should be top of your list. However, that wasn't always the case.

When the MG6 was first released, it's fair to say it wasn't exactly a sales success. But this updated 6 looks more promising, with a revised 1.9-litre turbodiesel engine claiming reduced CO₂ emissions.

There's also a new infotainment system, which means this car now has more premium rivals in its sights. Yet while the top-spec TL version we're testing gets lots of kit, it's still kept its knock-down price and represents

MG6 DTi Tech TL

Price: £17,995 **Engine:** 1.9-litre 4cyl turbodiesel, 148bhp
0-60mph: 9.7 seconds **Test economy:** 49.8mpg/11.0mpl
CO₂: 119g/km **Annual road tax:** £30

strong value for money at £17,995. However, quality was an issue with its predecessor, so has MG managed to spruce up the interior and materials to create something that's desirable and still affordable?

To find out, we've pitched it against a known quantity in the form of the Skoda Rapid. When it came on the market in 2012, the big hatchback served up the manufacturer's typical formula: a refined, spacious interior and impressive value. But three years on, with the recipe unchanged, is this still enough to beat off the cheaper and better-equipped competition?

New MG6 promises a no-nonsense blend of space and value, but is it a better option than the Skoda Rapid?

Pictures: Pete Gibson Location: Keyston, Cambridgeshire



MODEL TESTED: MG6 DTi Tech TL

PRICE: £17,995 **ENGINE:** 1.9-litre 4cyl, 148bhp

AE SALES of the original MG6 were slow, but with more tech and efficiency at an affordable price, has MG finally cracked the code and made an appealing family car? Here we test the £17,995 MG6 DTi Tech TL model to find out.

Styling 2.8/5

YOU'LL have to look closely to detect the styling changes over the old car, but the new MG6 sports a few subtle design differences. These include a massaged front bumper that now features directional headlamps on this top-spec TL model, LED daytime running lights, some extra chrome detailing and a sharper look to its rear bumper, including some fake mesh vents lower down. There are also new LED light clusters at the back.

The result is positive, adding an extra injection of visual tension to the car's design, but the basic flowing silhouette of the MG6 hasn't changed much. This is no great shame, as the car's proportions and fastback style work nicely, and compared to the more angular Skoda, the sleeker appearance gives the MG strong presence on the road.

Inside, quality is improved marginally over the old 6, but the big news is the seven-inch touchscreen infotainment system. Sat-nav comes as standard and there's also a MirrorLink feature so you can pair your smartphone with the car and use the screen to control selected apps.

While the tech tally inside is good (a reversing camera, Bluetooth, DAB, heated seats and cruise control all come fitted as standard), it's the way these gadgets are integrated that leaves a little to be desired. The touchscreen is a good size, but the menu system is difficult to work and the layout isn't that intuitive. The climate controls are also located under a big chunk of hard plastic that houses the CD player and air vents, while the screen showing the temperature on our car had already gone hazy.

Leather seats add a more premium air to the interior, but focus on materials you don't touch so much – like the plastics on the doors and transmission tunnel – and the MG's perceived quality drops a few notches. Still, at £17,995 for this top-of-the-range TL trim it's hard to complain at what's on offer.

Driving 2.5/5

MG has axed the Magnette saloon from the MG6 range, alongside the petrol engine. It means this five-door diesel hatch is the only version on sale, which is a good thing, as the 1.9-litre DTi Tech makes most sense. Producing 148bhp and a strong 350Nm of torque, it's an adequate performer. However, the extra 322kg over the Skoda meant the 1,539kg MG6 was actually slower off the line from 0-60mph. We recorded a time of 9.7 seconds, which is still respectable, but not as fast as we'd hoped.

On the road, it's in-gear acceleration that matters more, though, and here the MG's larger engine paid dividends. It was 1.9 seconds quicker than the Skoda from 30-50mph in fourth and 2.5 seconds faster from 50-70mph in fifth.

There's no automatic option available, but the six-speed gearbox means the MG6 is more flexible and a more refined cruiser than the five-speed Rapid, pulling lower revs at 70mph, which helped contribute towards quieter noise readings as our figures show. However, that's where the MG's

Testers' notes

"With 16-inch alloy wheels as standard, just four paint colours to choose from and the relatively conservative design, we think a dose of the smaller MG3's funky personalisation options would have injected some more interest into this revised model – especially with the savings available over rivals. Customisation is a big part of the new car market that MG could tap into. Maybe it's missed a trick here."



James Disdale Road test editor

driving highlights end. That gearbox isn't the easiest to use and the quality of the shift and heavy clutch action spoil the smooth torque available low-down.

Rev the engine harder and the noise gets coarser, shattering the air of refinement when cruising. Turn off the motorway and on to a back road, and the car's soft ride highlights a lack of body control. On bumpy tarmac the MG lurches around and you can feel the wheels bouncing around underneath you. And while the steering delivers feedback, it's the sort you would rather not have as the wheel kicks and writhes in your hands. The MG also has a tendency to wander at higher speeds.

Ownership 3.8/5

ONE drawback to MG ownership is the limited number of UK dealers. There are just 46 UK franchises compared to Skoda's 135-strong network, so you might have to travel further than you'd like to get your 6 serviced.

With 15,000-mile/one-year intervals it won't be too painful, but as the brand finished in 20th place in our Driver Power 2015 dealer survey, MG has plenty of room for improvement when it comes to aftersales care. It fared better in our Driver Power manufacturers chart, coming home in fourth position, and beating more premium brands such as Audi, BMW and Mercedes. Only perennial top performers Lexus, Jaguar – and, importantly, Skoda – finished higher.

Safety isn't quite so good on the 6, however. While six airbags and ESP come as standard, there aren't any autonomous driver aids to improve safety. With the basic car unchanged from the previous 6, this MG retains the four-star Euro NCAP rating from 2011.

Running costs 3.8/5

ALTHOUGH the 6 doesn't boast the Rapid's variable servicing schedule, routine maintenance costs of £534 for the first three years are acceptable, even if they're more expensive than the Skoda's competitive £479 bill for its three-year/30,000-mile package.

The MG emits 10g/km more CO₂ than the Rapid at 119g/km, so business users taxed at the lower rate will pay £66 a year more than those who choose the Skoda. The total company car tax bill for the year is £753 with a Benefit in Kind rate of 21 per cent, although business users are likely to stomach this because of the extra kit on offer. Equally, private buyers would put up with the £10 pricier road tax as the car is so much cheaper to buy in the first place.





Updates

CHANGES to MG's exterior are subtle, but mesh vents near exhaust and new LED light clusters at the rear add some extra flair. Larger engine meant 6 was quicker in-gear than Skoda, but clutch is heavy and handling lacks a bit of control



MG6



CO₂/tax
119g/km
£30 or 21%



Practicality
Boot (seats up/down)
498/1,379 litres



Performance
0-60/30-70mph
9.7/8.9 seconds



Braking
70-0/60-0/30-0mph
50.2/36.8/9.4m



Running costs
49.8mpg (on test)
£68 fill-up



Materials

LEATHER seats are a nice touch, but some of the materials lack the quality feel of Skoda's. Still, there's plenty of kit, such as heated seats



Practicality 3.8/5

BOOT space isn't bad in the MG, although it trails the Skoda here, offering 498 litres with the seats up and 1,379 with the rear bench folded. However, despite the big hatch opening there is quite a pronounced lip to lift bags past.

The MG is longer overall and has a longer wheelbase at 2.7m, but despite its bigger footprint, it's actually smaller inside than the Rapid. Our measurements show there's less legroom in the rear, while the cabin in the front feels more hemmed in.

Storage isn't a match for the Skoda, either. There are two tiny lidded cubbies on the transmission tunnel, average-sized door bins and a central compartment between the front seats, but that is it.

Testers' notes

"The MG6 range starts at £13,995 with the basic S version, so if you want a big hatch to cope with family life on a tight budget, look no further. It's worth bearing in mind, however, that the S is only available in white."



Dean Gibson Dep. road test editor

MODEL TESTED: Skoda Rapid SE 1.6 TDI**PRICE:** £18,135 **ENGINE:** 1.6-litre 4cyl, 113bhp

AE THE Skoda Rapid blends supermini running costs with large hatchback practicality, which has made it a strong choice for buyers wanting lots of space for not much cash. Here we test the mid-spec £18,135 Rapid SE to see if it has what it takes to beat the cheaper, better-equipped MG6.

Styling 2.9/5

PRACTICAL cars like our two contenders here need to be usable, so styling often takes a back seat in the pursuit of a shape that delivers versatility. That's the case with the Rapid as Skoda's designers have focused on maximising room inside the cabin and boot. As a result, the car's square form has only been gently teased to create a few trademark sharp lines that provide a bit of impact.

Overall, the look is more minimalist than design-led, but Skoda's trademark grille and raised bonnet section create a wide V shape that gives the car a solid look, along with square headlamps and foglights. There's a strong shoulder line running back along the doors and into the rear light clusters, which feature a C-shape graphic when lit up.

A chunky C-pillar and some intersecting lines on the boot and rear bumper add more visual appeal, but on the whole, with 15-inch alloy wheels fitted as standard and our test model's dark metallic grey paintwork, the appearance is understated. There's not much to split the two cars in terms of looks, but at £18,135 this Rapid SE model can't match the range-topping MG6 TL for price or features inside.

Air-conditioning comes as standard, but it costs £440 to upgrade to climate control. Cruise control is on the kit list, as is Bluetooth, but these are the Rapid's equipment highlights. Sat-nav costs £575, DAB £100, heated seats a further £250, parking sensors are £380 extra, metallic paint costs £535 and xenon lights another £500, while a reversing camera and leather aren't even available.

To bring the Skoda's equipment levels up to match the MG's spec as closely as possible would cost £2,680, bumping the overall price up to £20,815 – this highlights just how strong a value proposition the revised MG is. Inside, the Rapid does claw back some lost ground thanks to higher-quality materials and a more cohesive, logical design – even if it's quite bland. It's not the last word in luxury, but it mixes quality with a robust feel. Everything is easy to use, with well labelled buttons and clear, legible dials that look more expensive than those in the MG.

Driving 3.2/5

IT might be down on power compared to the MG, but the Skoda's smaller 1.6-litre TDI engine still packs a punch, helped by the car's lower 1,217kg kerbweight. The lighter Rapid was actually faster than its rival from 0-60mph, taking 9.3 seconds in our performance tests. It narrowly beat the MG through the gears, too, accelerating from 30-70mph one tenth quicker in 8.8 seconds, helped by the positive gearchange. Where the smaller-capacity engine can't match the brawnier MG's diesel (the Rapid is 100Nm down on torque) is in-gear acceleration.

With only five gears and a higher top speed, the transmission has to cover a wider range, which knocks the edge off performance. It's still respectable, though – taking 4.0 seconds between 30 and 50mph in third, for example – and will be sufficient for most owners. Even on the motorway there's a decent

Testers' notes

"Unfortunately, there's no auto version available in conjunction with this 113bhp 1.6-litre engine – and no self-shifting gearbox option at all on the MG. If you're after a Rapid that's even easier to drive, you'll have to drop down to the 88bhp 1.4-litre TDI, where Skoda's DSG dual-clutch box is offered. It's £1,160 more than the manual and 5g/km CO₂ less efficient, but as it emits 99g/km CO₂ in total, it'll still be road tax free."



James Disdale Road test editor

amount of punch for overtaking. However, the Rapid really proves it's head and shoulders above the MG on the road with its handling.

The steering is sharper, the body control tighter and the feedback the chassis gives clearer. It means you can drive the Skoda faster as the car has more composure than the MG, without it feeling stretched. It still bounces around, though, and the quality of the damping shows it's been built down to a price. Big bumps do knock the car off line a little and can sometimes send a shockwave through the chassis, but on the whole it's comfortable. More importantly, with lighter, more consistent controls, the Rapid is easier to live with, particularly around town.

Ownership 4.4/5

IF you think MG's performance in our Driver Power 2015 survey was impressive, Skoda went one better, finishing third overall. However, this was a slip from first in 2014, while its dealer network also dropped three places to fourth. Still, it's a solid performance that should make the ownership experience as easy as possible – and as the Rapid uses tech from elsewhere in the VW Group, it should also be reliable.

When it comes to safety, the car has a strong record. It scored a full five-star Euro NCAP rating when it was tested in 2012 – but the assessment has changed since and is even more stringent. Six airbags come as standard, and for £350 you can add Skoda's front assist system, which will automatically apply the brakes if it senses you're likely to hit an object.

Running costs 4.0/5

THE Skoda's list price is £140 more expensive than the MG's, but lower 109g/km CO₂ emissions mean its Benefit in Kind rate is only 19 per cent. For business users, this makes the car cheaper to run, while the smaller, more efficient 1.6 TDI engine in the Rapid is better when it comes to fuel economy, too.

On test, we recorded 51.0mpg, which was 1.2mpg better than the MG's 49.8mpg result. Over one year, or 12,000 miles, Skoda drivers will be £29 better off at the pumps – a small, but important saving. It's a similar story with insurance. Both cars are rated at group 17, but the Rapid is £14 cheaper for our sample driver to insure, at £479 for 12 months' cover.

Our experts also predict the Skoda will have an advantage on residuals. They expect it to hold on to 42.3 per cent, or £7,675, of its value after three years. That compares favourably with the MG, which is predicted to retain just 31.8 per cent, or £5,724, of its price when new.



On the road

SKODA'S designers have opted for substance over style with the Rapid, so it does look a bit bland next to the 6. However, it was quicker off the line and body control is noticeably tighter, while the steering is sharper, too

Practicality 4.0/5

THE Skoda has a definite practicality advantage over the MG, packing in 52 litres more boot space, at 550 litres which increases to a 111-litre advantage if you fold the seats. The huge hatchback reveals a space that's a more uniform shape according to our measurements, plus it's easier to load. There are also plenty of 'Simply Clever' Skoda features (see Head to head, opposite).

The squarer roofline means visibility is better in the Skoda, and with more trinket trays, bigger door bins and a roomier cabin, storage and space inside is better. The only slight drawback is the CD player in the glovebox, which eats into room.



Flair
INTERSECTING lines on boot and rear bumper add interest, as does chunky C-pillar



CO₂/tax
109g/km
£20 or 19%



Practicality
Boot (seats up/down)
550/1,490 litres



Performance
0-60/30-70mph
9.3/8.8 seconds



Braking
70-0/60-0/30-0mph
51.6/38.1/9.6m



Running costs
51.0mpg (on test)
£61 fill-up

HEAD TO HEAD

Neat touches

THE Rapid features Skoda's 'Simply Clever' touches as standard, including an ice scraper inside the fuel filler flap, a reversible boot floor, a parking ticket holder on the windscreen and a handy storage tray under the front seat. They're small, but thoughtful features that'll make the car easier to live with than the MG6.



Space vs style

NEITHER of these cars is a design icon, but they offer inoffensive looks to go with their family friendly practicality. While the Skoda is larger inside, the MG6 is arguably that bit more svelte in styling terms. As ever, personal choice is likely to play a major part in your buying decision.



Technology

CARS like these will find favour with business users thanks to low CO₂ emissions, but tech will be important, too. Here the MG scores higher with its impressive standard features – however, the poor execution and integration inside take the shine off things.

Skoda Rapid



Quality

LAYOUT in cabin might be bland, but quality is much better than in MG6, as is practicality – Skoda's boot has 550-litre capacity. Equipment is very easy to use



Testers' notes

"Skoda also sells a Rapid Spaceback estate, but don't think this automatically offers more practicality. The boot is actually 135 litres smaller with the seats up and the load space disadvantage remains if you fold them down."



Sean Carson Senior road tester



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AUDI 3.0TDi (ALL MODELS) » 315+ BHP
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M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

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A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
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'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

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997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

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FERRARI 599 » 647 BHP
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LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
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Figures

**Skoda Rapid
SE 1.6 TDI**

**MG6
DTi-Tech TL**


On-the-road price/total as tested	£18,135/£18,670 *	PRICE	£17,995/£17,995	RESIDUALS
Residual value (after 3yrs/30,000)	£7,675/42.3%	THERE'S only £140 between the cars on price, but you'll pay a few thousand more bringing the Rapid's kit up to the MG's standard.	£5,724/31.8% *	SKODA'S residual values aren't exactly stellar, but MG falls a further 10 per cent behind. It might be cheaper to buy, but depreciation is steeper.
Depreciation	£10,460		£12,271	
Annual tax liability std/higher rate	£687/£1,374		£753/£1,507	
Annual fuel cost (12k/20k miles)	£1,178/£1,964		£1,207/£2,011	
Ins. group/quote/road tax band/cost	17/£479/E/£20		17/£493/E/£30	
Cost of 1st/2nd/3rd service	£479 (3yrs/30,000)		£148/£238/£148	
Length/wheelbase	4,483/2,602mm *	DIMENSIONS	4,651/2,705mm	
Height/width	1,461/1,706mm	SKODA'S footprint is smaller than the MG's, but the classier cabin is actually roomier. It also holds a significant advantage on luggage space.	1,472/1,827mm	
Engine	4cyl in-line/1,596cc		4cyl in-line/1,849cc	
Peak power	113/3,500 bhp/rpm		148/4,000 bhp/rpm	
Peak torque	250/1,500 Nm/rpm		350/1,800 Nm/rpm	
Transmission	5-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	55 litres/repair kit		62 litres/repair kit	
Boot capacity (seats up/down)	550/1,490 litres		498/1,379 litres	
Kerbweight/payload/towing weight	1,217/535/1,200kg		1,539/601/1,600kg	
Turning circle/drag coefficient	10.2 metres/N/A		11.5 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (60,000)/1yr	
Service intervals/UK dealers	Variable/135		15,000 (1yr)/46	
Driver Power manufacturer/dealer pos.	3rd/7th	PERFORMANCE	4th/20th *	DRIVER POWER
NCAP: Adult/child/ped./assist/stars	94/80/69/71/5 (2012)	LOWER-powered 1.6 is down on torque, too, but lighter weight helped the Rapid outaccelerate MG from 0-50mph.	73/71/42/71/4 (2011)	MG'S showing in our satisfaction survey is good, with owners praising their cars. However, Skoda's performance is even better despite slipping a few places this year.
0-60/30-70mph	9.3/8.8 secs *		9.7/8.9 secs	
30-50mph in 3rd/4th	4.0/7.5 secs		3.9/5.6 secs	
50-70mph in 5th/6th	9.1 secs/N/A		6.6/10.5 secs	
Top speed/rpm at 70mph	125mph/2,000rpm		120mph/1,800rpm	
Braking 70-0/60-0/30-0mph	51.6/38.1/9.6m		50.2/36.8/9.4m	
Noise levels outside/idle/30/70mph	79/54/68/75dB	STANDARD KIT	75/53/67/73dB	CO₂
Auto Express econ (mpg/impl)/range	51.0/11.3/617 miles	SKODA can't match the MG6 for spec, but somehow it still has more of a premium feel inside due to its better-quality materials and design – such as the user-friendly sat-nav.	49.8/10.4/679 miles	EMISSIONS are now 10g/km lower than for previous MG6, but even at 119g/km it can't match Skoda's less polluting engine. Road tax is now only £30 though.
Govt urban/extra-urban/combined	55.4/76.4/67.3mpg		52.3/68.8/61.4mpg	
Govt urban/extra-urban/combined	12.2/16.8/14.8mpl		11.5/15.1/13.5mpl	
Actual/claimed CO ₂ /tax bracket	148/109g/km/19%		152/119g/km/21%	
Airbags/Isofix/parking sensors/cam	Six/yes/£380/no		Six/yes/yes/yes	
Automatic box/stability/cruise control	No/yes/yes		No/yes/yes	
Clim control/leather/heated seats	£440/no/£250		Yes/yes/yes	
Met paint/xenon lights/keyless go	£535 /£500/£340		Yes/yes/no	
Sat-nav/USB/DAB/Bluetooth	£575 /yes/£100/yes *		Yes/yes/yes/yes	

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

WITH the MG starting at £13,995, it's hard to think how the car can get any cheaper, but there are still deals available.

MG is offering the 6 on a zero per cent finance contract with a short 24-month term for just £349 a month on the top-spec TL variant.

If sat-nav is a bigger draw than leather, this drops to £319 for the mid-spec TS. MG will put down a £500 deposit contribution, too, but in the representative example you'll have to stump up £9,119 for the TL and £8,039 for the TS.

Unlike other deals, the total amount payable is the same as the cash price – £16,195 and £17,995 for the TS and TL respectively – so you won't lose out if you opt for the finance agreement.

Skoda also offers some competitive finance deals on the same Rapid 1.6 TDI SE as our test car. With a £2,720 deposit on a 36-month contract (limited to 10,000 miles per year), the monthly payments work out at £274 with interest charged at the same zero per cent as the MG. However, unlike on the MG, there's an optional final balloon payment of £5,823 to factor into the bargain.

Results

SKODA

NEITHER car majors on style or enjoyment, but it's the more efficient, more practical Rapid that wins here. While it's not as cheap to buy and doesn't feature as much kit, the Skoda's running costs will offset the difference in price over three years, with stronger residuals, cheaper insurance, lower CO₂ and higher mpg. Plus, the bigger boot, roomier cabin and better drive give it an edge over the MG.



1st

MG

THERE'S no doubt the changes to this new MG6 have resulted in a better car. It's more efficient, boasts lots of equipment and is seriously well priced. But its bigger engine doesn't give it a real performance advantage and it can't match the Rapid dynamically, either. And where it really counts in this class – CO₂ and space – the MG sits in the Skoda's shadow.



2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options in this category...

Kia Cee'd SW '2' 1.6 CRDi
PRICE: £19,000 (est.) **ENGINE:** 1.6-litre 4cyl, 108bhp

KIA has updated its practical Cee'd family car, so there's now more efficiency and tech on offer. You'll have to go for this Sportswagon estate model to match the MG or Skoda's practicality in terms of boot space, but price, quality and performance are on par.

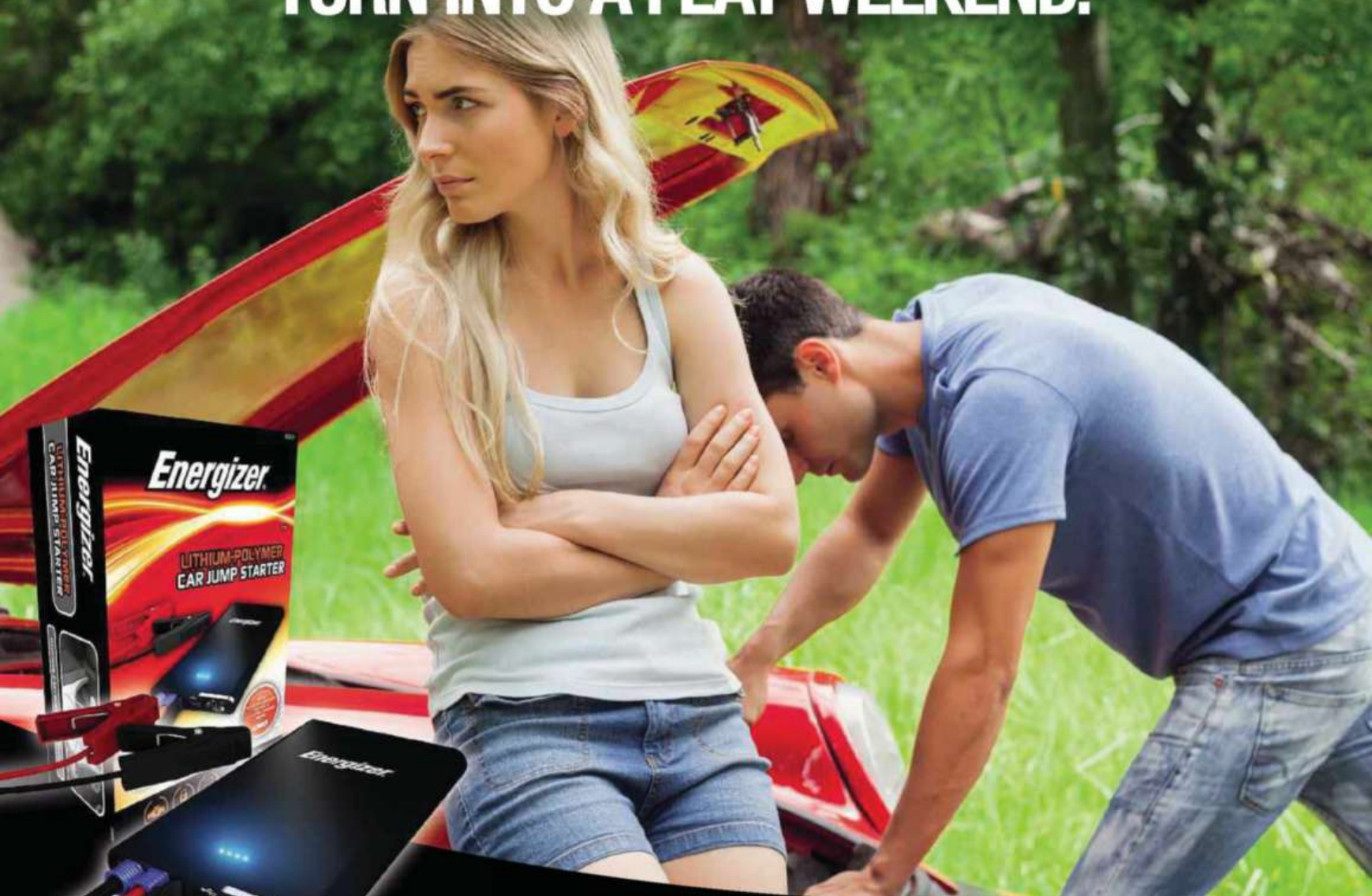


SEAT Toledo 1.6 TDI Style
PRICE: £18,800 **ENGINE:** 1.6-litre 4cyl, 113bhp

USING the same engine and chassis as the Rapid, the SEAT Toledo is just as practical, but costlier at £18,800. However, this Style model is better equipped than the Skoda, as it comes with sat-nav, DAB, Bluetooth and cruise control.



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THIS WEEK'S HOT KIT



Anki OVERDRIVE has more conventional layout in starter kit, which can be expanded

HI-TECH RACING GAME GOES INTO OVERDRIVE

NEW PRODUCT Anki OVERDRIVE

RRP: £149.99 (for starter kit; on sale 6 October) Contact: 0800 808 5701, anki.com/en-gb/anki-overdrive

CUTTING-edge racing game Anki DRIVE made the shortlist for Innovation of the Year at the Auto Express Product Awards 2015 (Issue 1,371), voted for by our readers. Now the second generation of the game, called OVERDRIVE, is about to hit the shelves, and we were given a sneak preview ahead of its launch on 6 October.

As with the original version, the game is built around an app, available to download for iOS or Android devices. You use this to control your car; there are no traditional slot car triggers here.

There are no slots, either, but where Anki DRIVE featured a roll-out vinyl mat containing magnetic components, OVERDRIVE gets an upgraded layout that looks more traditional. The new FlexTrack is modular, too, so you can add expansion kits to

build massive layouts for hours of fun. Yet it'll still be wireless and allow endless overtaking.

There's a new line-up of vehicles, each with a custom livery and different 'superpower' that can be used via the app to immobilise other cars and win the race. Plus, the striking designs have been penned by Harald Belker, who's worked on Hollywood blockbusters such as Iron Man and Tron: Legacy.

New modes have been introduced to vary gameplay, plus if you're on your own, you can still race against an artificial intelligence car. The built-in nanocomputer and camera read the code of the track surface so cars can map any layout you build in seconds.

Considering its high-spec tech, the starter kit is reasonably priced. And the expansion kits – which include a jump – start from only £19.99.



NUKE GUARDIAN SKUNK SHOCK THERMO BIG BANG



Cat Dow

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Restoring tailpipe shine

SHINY chrome tailpipes look great when new, but the ends always get blackened with soot. Is there anything on sale designed to return the pipes to their gleaming original look?
Norman Hawkes, E-mail

A *THIS type of stubborn grime can be an absolute nightmare to get off, but there is a way. We'd recommend trying a specific chrome or metal cleaner, like Solvol Autosol. You could possibly experiment with a wheel sealant, such as Armor All Shield for Wheels, to slow grime build-up, as these products are designed for hot surfaces.*

Q Rubber seals back to black

THE rubber seals on my car are unfortunately starting to go white, so I want to give them a good clean. Is there anything I can use to get rid of the white and make the seals black again?
Ellie James, Email

A *RUBBER does perish over time, and using detergent rather than proper car shampoo when washing your car can accelerate this. A specific rubber product, like Autoglym Vinyl & Rubber Care, cleans and leaves a finish that slows deterioration. Follow up with a protectant like Rubber & Trim Gel to help restore colour.*

Q Best kit for first-time driver

MY daughter is turning 17 and I'm treating her to her first car. Her brothers have offered to put together a kit of all the things she might need. Please can you make some suggestions?
Steve Bowen, E-mail

A *START with a hi-vis vest, road triangle, road flare, first aid kit and torch. Check online, as it's often cheaper to buy a kit than purchase the items individually. Consider a powerbank to keep her mobile charged and jump start the car in an emergency – Bakht Car Power £32.99 (amazon.co.uk) won our Issue 1,386 test.*

NEW TYRES COVER ALL BASES



New RS2 winter tyre (right) and evo2 performance tyre (left) join the Hankook range

FIRST TEST

Hankook tyre range

Price: From £54 Rating: ★★★★★

Contact: www.hankooktire-eu.com

HANKOOK has taken the fight to premium rivals like Goodyear, Pirelli and Michelin by introducing a new all-season tyre to the UK market.

The Kinergy 4S has been launched at the same time as three new winter designs from the brand, and promises "365 days of balanced performance".

Its asymmetric tread has the inner section optimised for winter conditions, with the outer section for wet and dry roads. It covers 14-17-inch wheels and

has an H speed rating (up to 130mph). That's the same range as the i*cept RS2 winter tyre, which has directional tread with 3D sipes – small slits cut in the tread block – for strong snow grip.

We tested the RS2 at the new Test World indoor snow facility in Finland – this has a 350-metre handling circuit that's kept at a permanent -11 degrees Celsius. The tyre had good traction out of slow turns and responded well on longer curves. Outdoors we tried the new

ultra-high-performance i*cept evo2, with its asymmetrical tread and block-stabilising 3D sipes. The longitudinal grooves have been enlarged to improve water and slush displacement, too. It was quiet and comfortable on our BMW 5 Series test car, but lacked sharpness.

The evo2 is available in 16-20-inch sizes and has a W speed rating (up to 168mph) for the first time. The SUV version covers 16 to 21-inch rims and has a V speed rating (up to 150mph).



news, deals & events

Speedometer watch keeps track of time

GERMAN watchmaker Bavarian Crono has added a new speedo-inspired watch to its line-up.

The company specialises in recreating speedometers from iconic cars, and its latest effort is based on a 1966 VW Karmann Ghia – a quirky 1.6-litre convertible.



The watch dial, inner rings and pointer match those found in the original, while the stainless steel and Swiss-made quartz add to the premium feel. A number of colourful leather straps (£19 each) allow buyers to add a personal touch. The watch is priced at £195.

TomTom mapping aids driverless tech

DRIVERLESS vehicle technology is expected to receive another boost with the announcement of TomTom's new HAD Map. The sat-nav giant has mapped the entire German Autobahn network in 3D, complete with lane dividers and guardrails.

This mapping is said to improve driverless tech such as lane assist and automated cruise control along areas where lane specific speed limits and restrictions exist.

American flavour for hit hill climb

THE popular Prescott Hill Climb goes American this weekend (3-4 October) for its annual Autumn Classic.

Based in Cheltenham, Glos, the All-American Stars and Stripes weekend will celebrate the biggest, brightest and brashiest vehicles, including Pontiacs, Mustangs and Cadillacs, plus an array of hot-rods.

There will be a range of other activities over the weekend, with tickets priced from £20 on the day. Visit prescott-hill-climb.com for more.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

FIRST TEST

No Water Needed waterless wash

Price: £8.99 (500ml) Rating: ★★★★★

Contact: 0161 706 0141, www.nowaterneeded.co.uk

NO Water Needed is a new waterless wash that claims to offer a shiny, water repellent finish and because there's no carnauba, its good to be used on windscreens, too. Like the Eco Touch Waterless Car Wash we recommended in our test in Issue 1,324, you spray it on to a microfibre cloth before applying it to the car. A good-quality nozzle reduces waste.

No Water Needed removed light dirt and grime from our paintwork and windscreen. The kit comes with two green cloths – you clean with one and buff with the other, although it'd help if they were different colours to easily identify them.



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Mini test

NEW APP

ParkMe

Price: Free

Available for: iOS, Android

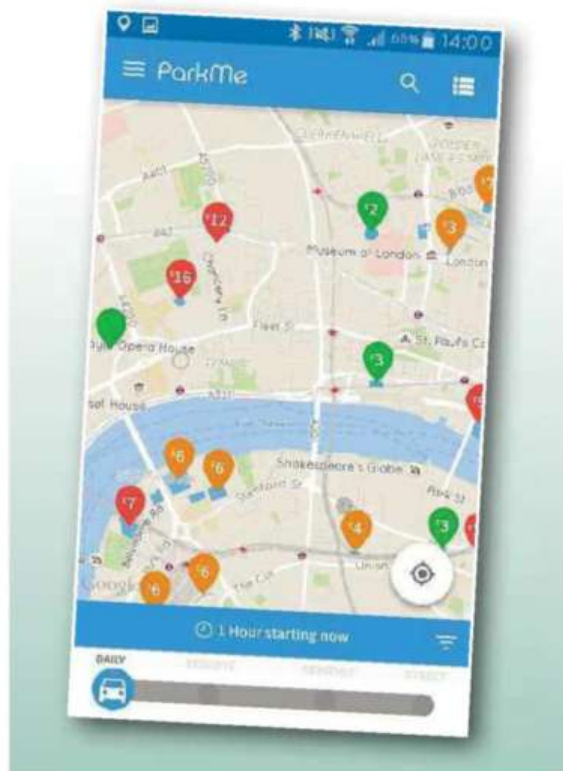
THE biggest letdown for ParkMe is the fact it only maps commercial car parks and spaces, and not on-street sites or private parking.

It's got a decent selection of them, though, and it covers parking sites nationwide, which is a big bonus. Prices are updated by users of the app, and the ones we checked were accurate.

Navigation is via the excellent Google Maps, and although you can't pay for parking through the app, you can reserve a space in selected places. It's a pity, then, that it seems to need an almost perfect signal to work – not always possible on the move.

Still, we expect a big improvement, with bugs sorted out, now that popular traffic app INRIX has invested in ParkMe.

Rating: ★★



Handy apps take the hassle out of parking

Tom Wiltshire

SEARCHING for a place to park can be frustrating, especially if you're only nipping to the shops. But smartphone parking apps can be a real help – some even let you pay via your mobile instead of juggling with coins at a machine.

The maker of our favourite traffic app, INRIX, recently acquired ParkMe, so we pitted this software against RingGo – neither of which we've tested before – and AA Parking, which won our test in Issue 1,359.

We drove round town, pulling over and checking the apps for the many places to park we knew were nearby. We then ensured that the location and prices were accurate.

AA Parking isn't free, unlike its rivals, but it's still the best all-rounder with its easy-to-use interface, ahead of RingGo, which majored on on-street parking. ParkMe was let down by its reliance on a perfect signal.

"Some apps allow you to pay for your parking through your smartphone"

BUDGET RIVAL

RingGo

Price: Free

Available for: iOS, Android, Windows Phone

THIS app currently only covers parking in major cities, and concentrates on on-street spaces. It's handy to be able to pay for as little as a minute at a time directly through the app, so it's great for a quick dash to the shops.

You can extend your parking time, and the locations were accurate. A slow and buggy interface lets it down, but it's the app to have for on-street parking.

Rating: ★★★



STILL THE BEST

AA Parking

Price: From £1.99

Available for: iOS, Android, Windows Phone

THE AA Parking app offers a variety of parking options – on-street, commercial and private spaces – and they're easy to find through the slick interface.

It doesn't show availability or let you pay via the app, although the software is under review so expect updates soon.

While the same parking services are included in the free AA app, you need to be a member to access some features.

Rating: ★★★★★



books, apps & games



Raymond Mays' Magnificent Obsession

Bryan Apps (Veloce Publishing, www.veloce.com)

Best price: £40 (hardback) Rating: ★★★★★

RAYMOND Mays was an unusual character in the history of early racing, and in this biography, author Apps recounts his victories and progress. Moderately paced and without too much jargon, this fascinating read is enhanced by Apps' unique colour paintings of the drama, which illustrate Mays' story as it unfolds.



The Rover Group

Mike Gould (Crowood Press, www.crowood.com)

Best price: £29.95 (hardback) Rating: ★★★★★

GOULD explores perhaps the darkest era of the British car industry and looks at how the Rover Group went from one merger to another before folding in 2005. There's immense detail with the cars and people covered in chronological order. Great anecdotes and a good range of pictures keep readers entertained. It also leaves you wondering how things may have turned out if the situation had been handled differently.



Horizon Chase – World Tour

Available for: iOS

Price: £2.29 (hardback) Rating: ★★★

RETRO-style racer takes cues from some of the best classic games. But great graphics and funky soundtrack aren't quite matched by gameplay. The 'on-rails' cornering won't be to all tastes and it's not as good as some free apps out there.



App of the week



Ferrari Uncovered

Available at: scuderiaferrariuncovered.shell.com

Price: Free Rating: ★★★★★

EVER wanted to get into the Ferrari F1 garage? Well, now's your chance courtesy of a clever new site from Shell. Users can go on a behind the scenes virtual tour of the pits to learn about preparing a car, the jobs of the pit crew and drivers. Best viewed on a tablet.



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Pioneer AVIC F70DAB

Best price: £673.49 Type: Double DIN
Rating: ★★★★★ Contact: www.pioneer.eu

BEST BUY WE crowned this Pioneer system our Product of the Year 2015 mainly for its innovation in bringing Apple CarPlay and Android Auto integration to the aftermarket. But its long list of features also includes DAB, with stations easy to select and adjust on the seven-inch touchscreen. So if you can swallow that huge price tag, it's still the stand-out choice for buyers in the market for a double-height (2-DIN) stereo upgrade. Installation is surprisingly easy for such a high-spec system, and the spec sheet also includes voice control and navigation, all of which is neatly integrated and beautifully designed.



JVC KW-V215BT

Best price: £248.99 Type: Double DIN
Rating: ★★★★★ Contact: www.jvc.co.uk

RECOMMENDED LIKE its rivals, this sub-£250 JVC is simple to install. A helpful mast icon indicates signal strength, while the digital radio stations it picks up are clearly listed. The Bluetooth function allows you to make phone calls and stream music on the move wirelessly, and the pairing process is effortless. Voice recognition is another useful extra feature, and in addition you get auxiliary and USB connectivity, as well as a CD player – as you do with all our units. This breadth of choice makes the KW-V215BT great value for money.



Clarion NX505E

Best price: £652.13 Type: Double DIN
Rating: ★★★★★ Contact: www.clarion.com

BRAND new head unit from Clarion has clearly been launched to take the fight to the Pioneer AVIC F70DAB. It's just as easy to fit as our Best Buy, while build quality is as solid as you expect for the money. Plus, you get a raft of futureproof features, including navigation and voice control (branded as Intelligent Voice by Google). That makes this a wise investment if you spend a lot of time in the car – although if you want full smartphone integration as on the Pioneer, you'll require an app.



Kenwood DPX406DAB

Best price: £167.18 Type: Double DIN
Rating: ★★★★★ Contact: www.kenwood.eu

THIS Kenwood DAB is decent if you're after something under £200, but it feels rather dated compared to our top two – either of which will be a better, albeit more expensive, option. While rivals have touchscreens, this makes do with a raft of buttons, although they're solid and good to use. One look at the spec sheet reveals that the DPX 406DAB represents strong value, as it includes Bluetooth for music streaming and hands-free calling. However, in practice, these features would have been more impressive with a better pairing process.

ALSO CONSIDER

WANT to keep your existing stereo, and get DAB without upsetting the look of your dash? Pure's Highway 300Di is worth considering.

A long-standing Auto Express favourite, the £174 set-up comprises a control unit

that sits behind the dash and a display (right) fixed to it. Not only does the 300Di bring DAB to older stereos, it lets you power and control your iPod, iPad or iPhone, plus it has auxiliary and USB sockets. Just bear

in mind that a new version is coming next year. Alternatively, if you have a large mobile phone data allowance, download an app like TuneIn Radio, Pandora or Aha, and you can get the same range of stations.



DAB HEAD UNITS

Which of eight digital radio head units should you upgrade to?

PRODUCT GROUP TEST 30 | 9 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.



Cat DOW

THE world is going digital, and our cars are no different. So if your model doesn't have DAB radio, you may want to upgrade. DAB radio promises a more reliable service with better reception, plus a wider choice of stations than FM.

If you're fitting a new DAB head unit, you want it to be simple to use with those extra stations easy to select. Plus, upgrading provides an opportunity to futureproof your car by adding modern connectivity. We looked out for all of this when testing eight DAB systems.

How we tested them

WE hooked each DAB radio up to a test rig, and rated them when driving on a varied route. But reception quality obviously varies widely from one area to another, and can be affected by the weather.

Our head units scored for features like Bluetooth (for making hands-free calls and streaming music), USB and aux sockets, sat-nav, plus basics like CD players. The final factor was price, taken from various sources as we went to press.



Verdict

OUR Product of the Year from Pioneer remains the top 2-DIN DAB, while Pure's Highway H260DBi is our 1-DIN favourite.

Double-DIN DAB head units

1. Pioneer AVIC F70DAB

Single-DIN DAB head units

1. Pure Highway H260DBi

Pure Highway H260DBi

Best price: £129 Type: Single DIN

Rating: ★★★★★ Contact: www.pure.com

BEST BUY A PAST test winner, the single-height H260DBi looks basic compared to its double-DIN rivals, but it's our favourite single-DIN system. The head unit has a stylish design, while good-quality arrow buttons are helpful when scanning stations. The technology has moved on in the two years since we first tested this system, but the H260DBi is still a top option, and proves that simple, intuitive function outstrips fancy aesthetics.



Clarion CZ505E

Best price: £149.99 Type: Single DIN

Rating: ★★★ Contact: www.clarion.com

PAIRING your phone with this Clarion DAB via Bluetooth is effortless, and then it's just as easy to make calls because the microphone is built into the head unit. You can stream music wirelessly, too, although there's also a front-mounted USB port if you'd prefer to physically connect your device. The CZ505E features an auxiliary input as well. But we found navigating through the system's various menus using the volume knob could prove a little tricky.



Pioneer DEH-X8700DAB

Best price: £168.24 Type: Single DIN

Rating: ★★★ Contact: www.pioneer.eu

A CLEAN and stylish design sets the Pioneer apart, and as well as DAB technology, you get USB and auxiliary connectivity. But as some buttons found on previous-generation models have been removed from this head unit, the remaining switches have doubled up in functionality and can make navigation a bit confusing. For example, the ring behind the volume knob skips through the station choices, which isn't especially intuitive when on the move.



Kenwood BT39DAB

Best price: £129 Type: Single DIN

Rating: ★★★ Contact: www.kenwood.eu

THIS DAB head unit is equipped with USB and auxiliary ports, as well as a CD player, and we found it had no problems connecting to our mobile phone wirelessly via Bluetooth. But it dropped points for its lacklustre build quality – the fascia feels rather cheap. And in this company that's not good enough, when for exactly the same price you can get the more solid-feeling Pure Highway H260DBi, complete with hands-free calling options.



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Peugeot RCZ

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2015 Results RCZ Factfile

Years: 2010 to present **CO₂:** 155g/km

Fuel economy: 42.1mpg (1.6 THP GT)

Best features: Bluetooth connection, cruise control, park assist, tinted windows

Prices: From £8,700

OVERALL SCORE
88.15%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better

	200	150	100	50	1
RELIABILITY					177
BUILD QUALITY					58
RUNNING COSTS					95
PERFORMANCE					22
ROAD HANDLING					23
RIDE QUALITY					164
EASE OF DRIVING					130
SEAT COMFORT					106
PRACTICALITY					143
IN-CAR TECH					67

GOOD

"I LOVE the concept car styling behind the RCZ. It looks completely different from any other car."

"For a 1.6-litre car, it's incredibly swift and feels as powerful as my old 2.3-litre turbo Saab."

"It has 270bhp, returns about 35mpg and costs just £145 to tax – what is there to complain about?"

"The stiff suspension and chassis make the RCZ an absolute joy on Sunday morning drives."

"I was surprised by the practicality of my Peugeot. Lots of boot space and it's comfortable, too."



NOT SO GOOD

"THE seats aren't very accommodating for heavy-set drivers."

"I've had suspension and rattle issues that my dealer can't seem to fix."

"Peugeot's customer service leaves a lot to be desired. It's expensive and the quality of work is poor."

"Three timing chain replacements under warranty and a persistent rattle have bothered me."

"The in-car media facility is surprisingly basic and lacks modern flair."

"I've had several issues with the electric systems."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



Martin Saarinen

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q Can I mix tyre types?

TO save some money, I'm keen to run all-season tyres on the front and summer tyres on the rear axle of my VW Golf. Are there any potential problems with this?
Ben Tomlinson, E-mail

A *IT'S never ideal to mix two sets of tyres on any car, especially ones for different seasons. The tyres would tackle slippery roads differently, causing an imbalance. A TyreSafe spokesman told us that this inconsistency could cause unexpected oversteer in wintry conditions.*

Q Whiplash claim worries

MY daughter had a low-speed accident about three months ago and no claims were made. Now the person she hit is claiming for whiplash damages. What can we do?
Stephen Haywood, E-mail

A *THE best thing to do is to contact your insurer and let it handle the case for you, as it will have the legal expertise to deal with it properly. The Government is tackling whiplash claims with new regulations to put a stop to this type of thing.*

Q New car tax regulations

UNDER the new tax scheme, will the £310 five-year supplement for cars above £40,000 be based on list prices or the total invoice figure? And when will it come into force?
Paul Lees, E-mail

A *THE new tax scheme will come into effect on 1 April 2017, and from then onwards, all cars with a manufacturer list price above £40,000 will attract a £310 supplement for the first five years. It's not based on what you end up paying for the car.*

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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Warrantywise

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NEED TO KNOW

Air-suspension brings improved comfort and refinement, but the steel suspension is likely to prove more reliable.

NEED TO KNOW

Parking sensors are included as standard at the front and the rear, too, but not on Escape models.

NEED TO KNOW

The Touareg doesn't come with a spare wheel – instead there's a 'tyre mobility kit' in the boot.

BUYER'S GUIDE: Volkswagen Touareg

FROM £16,500 Big yet classy SUV is an underrated second-hand buy

AE Richard Dredge

WHEN Volkswagen launched the Touareg in 2003, it proved a hit with owners and reviewers loved it, too. But for some reason this understated SUV has lived in the shadows, probably because it's not really a class leader in any particular area.

However, if you want a full-sized SUV and are keen to buy something that looks discreet rather than aggressive, the big Volkswagen could be just what you need.

Despite its size, VW's family look gives the Touareg presence without being threatening. Throw in a classy cabin, great engines and superb comfort levels and you've got the makings of a fantastic used buy.

History

THE Touareg Mk2 reached UK showrooms in October 2010 with a choice of 3.0 V6 or 4.2 V8 TDI diesel engines. There was also a hybrid, blending a 3.0-litre petrol V6 with an electric motor. Diesels came in SE, Altitude or Escape trims – the latter two differing largely in design details over the SE. From

January 2013 there was also an R-Line trim option for the V6 TDI, which brought 20-inch alloy wheels, bi-xenon headlights, keyless entry, a panoramic glass roof and an electrically powered tailgate.

A facelifted Touareg arrived in 2014 with a reprofiled nose, fresh alloy wheel designs, standard lumbar support for the front seats and an automatic post-collision braking system as standard across the range.

Which one?

YOU'LL be doing well to find a Touareg with the 4.2 TDI V8 engine, while the hybrid makes very little sense, as the V6 TDI is more frugal in the real world.

That's why the ideal thing to do is to buy the best Touareg 3.0 V6 TDI you can find or afford. All of these Touaregs feature an eight-speed automatic transmission as standard along with 18-inch alloy wheels, dual-zone climate control and leather, plus cruise control, remote central locking, DAB radio and powered windows. Also standard are power-fold door mirrors, heated front

seats, touchscreen multimedia, plus automatic lights and wipers. The Altitude gets 19-inch wheels, privacy glass, lowered suspension and a heated steering wheel.

Alternatives

THE Range Rover Sport comes with five seats only, plus a beautifully built cabin and a rock solid image to go with superb abilities on and off road. Reliability can be poor, though, especially with early cars.

If you need seven seats, Volvo's XC90 is for you, although the third row is too cramped for adults on long journeys. The BMW X5 is the class leader dynamically, and unlike the Touareg, there's room for seven if two are children.

Don't overlook the Audi Q5 if you need just five seats, or the Q7 if you need to carry seven; both are beautifully built, but costly

to buy. Also take a look at the Mercedes ML-Class and Jeep Grand Cherokee; the latter is especially accomplished off-road.

Verdict

THE original Touareg was a great car, so when Volkswagen produced a sequel that was bigger, better equipped, more spacious yet over 200kg lighter, it was guaranteed to be on to a winner.

While higher-profile rivals offer seats for seven, a more engaging drive or better off-road abilities, the Touareg provides great family transport at a fair price.

Safe, comfortable and refined, and with four-wheel drive as standard, the Touareg is also a superb tow car. As you'd expect, though, running costs can be steep, so don't snap up a bargain Touareg too quickly, only to find that you can't afford to run it.

"Some rivals may offer seven seats, but the Touareg provides family transport at a fair price"



Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Touareg in our pictures.
Contact 023 8098 6917
imperialsupercarmarkets.co.uk

Cooling fan

IF an aftermarket tow bar has been fitted, the radiator's electric cooling fan probably hasn't been uprated; factory-fit tow bars bring an uprated fan.



Tom Wood

Seating

THERE'S never been a seven-seater option for the Touareg; all models come with seating for five only. However, there's plenty of space for those occupants.



Coolant levels

MAKE sure that the coolant level is up to the mark, as water pump leaks aren't unusual. The only solution is a replacement water pump.



Wash/wipe

THE rear window washer can leak, and the constant dripping on to the paintwork can lead to the paint becoming discoloured.



areg

Performance

0-62mph/top speed
7.6 seconds/137mph



Running costs

38-39mpg (3.0 TDI 245)
£110 fill-up



CO₂/tax

189-193g/km
£265



www.autoexpress.co.uk/driverpower

OUR VIEW

THE Touareg Mk2 hasn't appeared in our Driver Power surveys as we haven't received enough responses from owners to get a representative sample. Still, nine VWs were featured in this year's top 200, but there were just three in the top 100. The Golf Mk7 finished in 30th place, while the up! came in 56th.

YOUR VIEW

ALAN Maycock from Cheltenham, Glos, owns a 2012 Touareg 3.0 TDI. He told us: "For such a big car, the performance is astonishing, yet the economy is pretty good, too.

"Running costs are high, although my VW is so well equipped, comfy and practical that I think it's worth every penny."



Interior

IT'S pure VW through and through, so the Touareg has a high-quality look and feel and is very easy to use; it just lacks flair. But there's plenty of head and legroom for five with comfortable seats and a decent-sized boot, too; it'll stow 580 litres with the seats up or 1,642 litres when they're folded.

Contacts

Official
www.volkswagen.co.uk

Forums
www.mytreg.com
www.clubtouareg.com
www.vwaudiforum.co.uk
www.vwforum.com

How much?

	64 2015	63 2014	62 2013	61 2012	60 2011
Model					
3.0 TDI SE	£30,995	£28,250	£25,500	£23,250	£21,250
3.0 TDI Altitude	N/A	£29,750	£26,995	£24,500	£22,250
3.0 TDI SE	£31,500	£28,500	£25,750	£23,500	N/A
3.0 TDI Escape	£32,500	£29,250	£26,500	£24,250	£21,750
3.0 TDI Altitude	N/A	£30,250	£27,250	£24,750	£22,250
4.2 TDI Altitude	N/A	£38,500	£34,500	£30,995	£27,995
4.2 TDI R-Line	£44,250	£39,750	£35,500	N/A	N/A

IF you don't mind a car that's clocked up 100,000 miles, you can pick up a 2011 Mk2 Touareg 3.0 TDI SE from £16,500. Limit the mileage to 50,000, though, and you should expect to part with upwards of £22,000 – £25,000 will get you a 35,000-mile Touareg 2012 3.0 V6 TDI SE.

You'll be doing well to find a Touareg 4.2 TDI, but if you do it'll probably cost at least £30,000. Hybrid Touaregs are also rare, although there are a few about; expect to pay from £24,000 for one that's done 40,000 miles. Low-mileage hybrids can just about breach the £30,000 barrier.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
3.0 V6 TDI 204	36-40	40mpg	184g/km	£225
3.0 V6 TDI 236	40	38mpg	195g/km	£265
3.0 V6 TDI 245	40-41	38-39mpg	189-193g/km	£265
3.0 V6 TDI 262	43	42mpg	174g/km	£205
4.2 V8 TDI	46-48	31mpg	239g/km	£490
3.0 V6 hybrid	45	34mpg	193g/km	£265

TOUAREG owners can choose between variable or long-life servicing – the former allowing up to two years and 20,000 miles between garage visits. If the fixed-period servicing is chosen, this requires a full check every two years or 20,000 miles and an interim service (an oil and filter change) every 12 months or 12,000 miles.

These minor and major services are priced at £243 and £517 respectively, although once a car reaches its third birthday it's eligible for cut-price maintenance. There's no timing belt to worry about, but the brake fluid needs to be renewed after three years (then every two) at £59, while the air-con should be serviced every two years (£79).

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£175.79	£98.40
Front brake discs (pair)	£256.39	£117.48
Door mirror glass (electric)	£72-£256.04	£59.99*
Front wiper set	£54.26	£32.34

Prices for a 2012 Touareg 3.0 V6 TDI. Dealer figures from Listers VW Worcester (listers.co.uk). Independent prices from Euro Car Parts (www.eurocarparts.com) *Price from carwingmirror.co.uk.

Recalls

THE original Touareg has been recalled three times, but this Mk2 version has yet to be caught up in any campaigns. Indeed, since the second generation arrived in 2010, Volkswagen has issued just 11 recalls across its entire range – eight of which were for commercial vehicles including the T5, Crafter, Caddy and Amarok. So despite its extensive line-up, just three recalls have been issued across the entire Volkswagen passenger car range in the past five years.

Car hunter

£8,000 to spend on cheap-to-run warm hatch

Dear Lawrence, I'm looking for my second car and want it to be fun and fast, but also small and cheap to run. What would be best for £8,000?

Adam Tully, Cardiff

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE FAMILIAR CHOICE



Ford Fiesta Zetec S

FOR: Good value, Mountune upgrades

AGAINST: Dated cabin layout, firm ride

THE Fiesta ST is one of our favourite hot hatches at the moment, but wind the clock back a few years, and the 1.6-litre Zetec S was the fastest small Ford you could get. Just 118bhp doesn't sound much, yet it meant the car could be enjoyed at normal speeds thanks to a great chassis and well weighted steering.

Mountune also offered a sporty upgrade pack that added 20bhp and stiffened the ride. We found a 61-plate Zetec S with just 18,000 miles for £7,300.



FIESTA'S cabin doesn't feel particularly sporty, but it's a lot better built than the Swift's and is the most spacious here, too. Equipment levels aren't exactly brilliant, however, while the radio is fiddly to operate.



THE Ford finished 52nd in our Driver Power 2015 satisfaction survey, which is good considering it's been around for a few years now. Build quality let it down, but road handling shone (14th). Reliability impressed, too.

THE FASHIONABLE CHOICE



MINI Cooper

FOR: Agile to drive, retro styling, quality

AGAINST: Short on space, quite pricey

WHILE the retro MINI is often slated as a bit of a fashion accessory, the BMW DNA in the platform makes it great fun to drive. The Cooper's willing engine is a bit gutsier than the Fiesta's, plus sharp steering and plenty of grip mean it really entertains.

The interior isn't to all tastes, but it's a step up from the Swift's. The car isn't cheap, though, and owners often customise them. Our classifieds search unearthed a 45,000-mile, 60-reg Cooper for £7,750.



YOU get what you pay for with the MINI. Its retro dash design and rows of switches aren't loved by everyone, but it's the attention to detail which is really impressive. Rear space is a little tight, though, and the boot is small.



WHILE the latest MINI impressed in Driver Power 2015, finishing ninth, this previous-generation car disappointed slightly, coming down in 145th – although age played a part. The Cooper's 1.6-litre engine is generally reliable.

THE DRIVER'S CHOICE



Suzuki Swift Sport

FOR: Fun engine and chassis, loads of kit

AGAINST: Cheap trim, lacks premium feel

SPORT spec transforms the pleasant yet unremarkable Swift supermini into a genuine pocket rocket. All the ingredients are there – a revvy 134bhp engine, a low kerbweight and a well sorted chassis – and they combine for riotous fun at all speeds.

You'll have to put up with a cheap-feeling, old-school cabin, but not a lot else for this money will put such a smile on your face. We spotted a 61-plate Sport with 36,000 miles for £7,295.



THE cabin is the Suzuki's Achilles heel. There's nothing wrong with the simple layout and range of equipment, but all the plastics are hard to the touch and it feels a class below the MINI's. Space is a bit better, however.



THE Suzuki Swift is 10 years old now, so a 139th-place finish in Driver Power 2015 isn't a bad performance. Mechanically, the car is sound, but build quality is poor inside – rattles and squeaks can be common.

INTERIOR

RELIABILITY

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Take the plunge

Dipping your toe in the crossover market? We see which of these fashionable choices is a better used buy

High-quality materials give cabin smart look



Audi Q3

49.6mpg (official)
£70 fill-up



Audi Q3 2.0 TDS line

Years: 2011 to date Engine: 2.0-litre 4cyl, 138bhp

Insurance group: 18 Econ/CO₂: 50mpg/149g/km

Why? Q3 offers high-riding appeal of an SUV with the drive, quality and practicality of a saloon.

Prices from: £10,495

THE Audi Q3 hit the market at the perfect time, with buyers keen on the idea of a small premium crossover. The car is slightly better proportioned than the BMW X1 despite the rear overhang. It also offers a nicer cabin with superb build quality and a logical layout.

It's less sporty than its rival, but practicality is on its side with a slightly bigger boot and more interior space. On the road, it's less focused to drive than the X1, yet that has its positives. While the 2.0-litre diesel is a bit noisier and feels less punchy – despite similar figures – it's a smooth and refined cruiser.

However, the free-feeling steering and slightly looser body control don't inspire confidence like the BMW, although the more comfortable ride is a trade-off worth having. Overall, the Q3 strikes a better balance than its German rival.

The Q3 placed an excellent 14th in our Driver Power 2015 satisfaction survey, with owners praising its build quality and reliability.



Q3's 1,365-litre maximum boot space is 15 litres up on the X1's, while car is a composed cruiser

1 Audi Q3

★★★★★

AUDI has convincingly won the small premium crossover battle. The Q3 isn't quite as sharp to drive as the X1, but it's more practical, usable, reliable and comfortable, with a nicer cabin.



X1's low driving position adds a sporty feel inside



BMW X1

51.3mpg (official)
£67 fill-up



BMW has the same 420-litre load capacity as the Audi; ride is stiff yet steering is balanced

2 BMW X1

★★★★★

BMW'S X1 can't quite match the Audi despite more impressive handling. Build quality is a little suspect in places, while the ride is too firm and it's not practical enough for a crossover.

BMW X1 xDrive18d

Years: 2010 to 2015 Engine: 2.0-litre 4cyl, 141bhp

Insurance group: 22 Econ/CO₂: 51mpg/144g/km

Why? X1 is a quirky-looking crossover with a sporty drive, plus it represents decent second-hand value.

Prices from: £8,750

BMW also stormed the crossover market early with its X1, which was designed as a high-riding, rugged small SUV. But the styling is divisive and looks out of proportion – an issue BMW has addressed with the Mk2 (driven on Page 30).

Inside, though, the first-generation X1 feels a lot like the 3 Series on which it's based, and even gets a sporty, low-down driving position. Unfortunately, some of the materials don't meet expectations, and while boot capacity isn't far behind the Q3's, legroom is tight in the back.

Drive the X1, and you can clearly feel BMW's sporting pedigree. The steering is well balanced – if a touch too heavy at low speeds – and body control is good, which combines with a willing diesel engine to make the car engaging. It's a shame it isn't as refined as the Audi, while the ride is simply too stiff on anything other than the smallest wheels.

The X1 also finished a lacklustre 101st in our Driver Power 2015 survey, with owners critical of its ride and ease of driving.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (except/E20)
BAND C: 111-120g/km CO₂ (except/E30)
BAND D: 121-130g/km CO₂ (except/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E295)
BAND I: 176-185g/km CO₂ (E350/E350)
BAND J: 186-200g/km CO₂ (E490/E490)
BAND K: 201-225g/km CO₂ (E640/E640)
BAND L: 226-255g/km CO₂ (E870/E870)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
 Warranty: 3 years/unlimited miles

500 - 365x1627mm, EURO-NCAP N/A DRIVER POWER POS: 67th						
1.4 Jet 500	G	43.5	7.9	155	27	£14580
1.4 Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 Jet 595 Complesione	G	48.7	6.7	155	28	£19990
1.4 Jet 695 Biposto	G	43.5	5.9	155	38	£32990
500C/595C: add £1800, auto: add £1265						

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

MILO - 406x1720mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 155th						
1.3 JTDM-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDM-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDM-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDM-2 (120) Distinctive	C	55.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12780
1.4 TB MultiAir (140) TCT D'Active	D	52.3	8.1	124	22	£17710
1.4 TB MultiAir (170) Q'Giolio Verde	D	52.3	7.3	124	27	£20390
QV Line: add £750 to Distinctive (not 1.3 JTDM-2)						

Giulietta - 435x1790mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 69th						
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1.6 JTDM-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDM-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDM-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDM-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDM-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	46.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	46.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	48.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	48.6	7.6	131	23	£21200
1.75T (240) TCT Q'Giolio Verde	G	40.4	6.0	162	25	£28330
Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDM-2, £2395 to 1.4 TB (170)						

4C - 398x2090mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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1.5T TCT 4C	G	41.5	4.5	157	N/A	£51500
4C Spider: add £8000						

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

D3 - 462x1811mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0 auto D3 Bi-Turbo 4dr	B	53.3	4.6	139	50	£48950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 462x1811mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£59950

D5 - 491x1860mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£59950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 490x1813x1860mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 502x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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XD3 - 465x1901mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 464x1825mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 464x1825mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 489x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£52850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£57850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
 Warranty: 3 years/unlimited miles

Atom - 3410x1780mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0 V-TEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 V-TEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 V-TEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£48800

Normad - 321x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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2.4 V-TEC Normad	N/A	3.4	N/A	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 646444 / Dealers: 22
 Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380x438x1865mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155
Auto: add £5000, Vantage Roadster: add £9000 (not N430)						

DB9 - 4720x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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6.0 V12 auto Coupe GT	M	19.8	4.5	333	50	£140887
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Vanquish - 4721x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
Vanquish Volante: add £12000						

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 152nd						
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1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16330
1.6 TDI (116) SE 3dr	A	60.7	9.4	92	19	£15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16730
1.6 TDI (116) Sport 3dr	A	60.7	9.4	92	19	£17425
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19520
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	19	£19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25420

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 423x1777mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 27th						
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1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£16615
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20765
1.6 TDI (110) ultra SE 3dr	A	63.1	10.5	89	18	£20605
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22365
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24885
2.0 TFSI (200) quattro S3 3dr	G	40.4	5.2	162	36	£30980
2.5 TFSI (267) quattro RS3 S tronic 3dr	J	34.8	4.3	189	40	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£30340
S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, Sportback: add £520, Saloon: add £1545, Cabriolet: add £3560, SE Technic: add £750 to SE diesel, Sport: add £1225 to SE, S line: add £2150 to Sport						

A4 (NEW) - 4726x1842mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
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1.4 TFSI (150) SE	D	54.3	8.7	126	N/A	£25900
2.0 TFSI (180) SE	D	51.4	7.2	127	N/A	£27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	N/A	£29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	N/A	£28650
2.0 TFSI (180) Sport	D	51.4	7.2	127	N/A	£28650
2.0 TDI ultra (150) Sport	A	74.3	8.9	99	N/A	£30100
2.0 TFSI (180) Sport	D	72.4	7.7	102	N/A	£31000
3.0 V6 TDI (216) S tronic Sport	B	67.3	6.6	109	N/A	£34250
3.0 V6 TDI (272) S tronic S line	B	55.4	5.3	134	N/A	£38850
3.0 V6 TDI quattro S tronic S4	I	36.7	5.0	179	36	£60085
4.2 V8 V10 Sport S tronic RS4 Avant	L	26.4	4.7	249	41	£65095
S tronic auto: add £1530 to 2.0 TFSI and 2.0 TDI, Avant: add £1400, quattro: add £3500 to 2.0 TFSI (180) S tronic, add £1430 to 2.0 TDI (190) 3.0 V6 TDI (216) (not SE), S line: add £1085 to Sport (not 1.4 TFSI)						

A5 Sportback - 4712x4718x1854mm, EURO-NCAP N/A DRIVER POWER POS: 26th						
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Vorsprung durch Technik



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- ▶ All-weather LED headlights

audi.co.uk/offers

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Official fuel consumption figures for the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic in mpg (l/100km): Urban 44.1 (6.4), Extra Urban 50.4 (5.6), Combined 47.9 (5.9). CO₂ emissions: 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the all-new Audi Q7 S line 3.0 TDI quattro 272PS tiptronic. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £3,750.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [September 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

Eco **MPG** **CO₂**
0-60mph **Insurance** **group**
price

5.2 V10 FSI (540) S tronic quattro **M** 24.5 3.5 275 50 £119500
5.2 V10 FSI (610) S tronic quattro **M** 22.7 3.2 289 50 £137500

BAC

www.bac-mono.com / Brochure: 0151 486 8787 / Dealers: 1
Warranty: 1 year

Mono - 3952x1836mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.5 VTT BAC Mono **M** 42.2 2.8 N/A NP£111168

BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5290x1924mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 £136915
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 £147145

Mulsanne - 5575x1926mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 303 50 £230505
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 £253545

Continental - 4804x5290x1916-1945mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 £140845
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 £157845
4.0 V8 auto GT **L** 26.7 4.6 246 50 £130915
4.0 V8 auto GT S **L** 26.7 4.3 246 50 £139915
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 £238645
Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

1 - 3999x1775mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

4Drive auto 11 **A** N/A 7.2 0 21 £30680
4Drive auto 11 Range Extender **A** 470.8 7.9 13 21 £33830

1 Series - 4324x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 101st

1.6 118i SE 3dr **D** 52.3 8.5 125 18 £20245
1.6 118i Sport 3dr **D** 52.3 8.5 125 18 £21245
1.6 120i Sport 3dr **E** 48.7 7.4 136 21 £23295
2.0 125i M Sport 3dr **G** 42.2 6.4 157 28 £26375
3.0 M135i 3dr **J** 35.3 5.1 188 37 £31195
1.5 116d ED 3dr **A** 83.1 10.4 89 15 £22030
2.0 118d SE 3dr **B** 70.6 8.3 104 19 £23325
2.0 118d Sport 3dr **C** 65.7 7.1 114 24 £24775
2.0 auto 125d M Sport 3dr **D** 61.4 6.3 121 30 £28600
Auto: add £1400-£1685, 5dr: add £330, M Sport: add £1700-£1830

3 Series - 4624x1811mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 51st

2.0 318i SE **D** 52.3 8.9 124 23 £24875
2.0 318i Sport **E** 52.3 8.9 124 23 £25275
2.0 320i SE **D** 48.7 7.3 134 30 £27255
2.0 320i Sport **E** 48.7 7.3 134 30 £27555
2.0 320i M Sport **E** 47.9 7.3 138 31 £29555
2.0 330i M Sport **G** 43.5 5.9 151 36 £32805
2.0 340i M Sport **I** 36.7 5.5 179 38 £38125
2.0 316d SE **B** 68.9 10.9 109 20 £27435
2.0 316d Sport **B** 68.9 10.9 109 20 £27735
2.0 318d SE **C** 67.3 9.0 111 24 £28685
2.0 318d Sport **C** 67.3 9.0 111 24 £28985
2.0 320d SE **C** 67.3 7.5 111 31 £29785
2.0 320d Sport **C** 67.3 7.5 111 31 £30085
2.0 320d EfficientDynamics Plus **D** 72.4 8.0 102 31 £30845
2.0 318d M Sport **C** 64.2 9.0 116 25 £30985
2.0 320d EfficientDynamics Sport **D** 68.9 8.0 108 31 £30985
2.0 320d M Sport **C** 64.2 7.5 116 32 £32085
2.0 330d auto M Sport **E** 56.5 5.6 131 38 £37415
2.0 335d auto M Sport xDrive **F** 51.4 4.8 145 43 £40330
3.0 TTT M3 **K** 32.1 4.3 204 45 £50595
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, **EURO-NCAP** N/A
DRIVER POWER POS: 51st

2.0 320i SE **G** 42.2 7.9 155 31 £29905
2.0 320i Luxury **G** 42.2 7.9 155 31 £31905
2.0 328i SE **G** 41.5 6.1 157 35 £39105
2.0 328i Luxury **G** 41.5 6.1 157 35 £39105
3.0 350i Luxury **J** 34.9 5.7 189 38 £40565
3.0 318d SE **D** 61.4 9.7 122 24 £31275
3.0 318d Luxury **D** 61.4 9.7 122 24 £33275
3.0 320d SE **D** 57.6 8.0 130 30 £32375
3.0 320d Luxury **D** 57.6 8.0 130 30 £34375
3.0 325d SE **E** 54.3 7.1 136 34 £34305
3.0 325d Luxury **E** 54.3 7.1 136 34 £36305
3.0 auto 330d SE **E** 54.3 5.7 137 40 £37705
3.0 auto 330d Luxury **E** 54.3 5.7 137 40 £39705
3.0 auto 335d xDrive Luxury **F** 49.6 4.8 149 42 £44120
Auto: add £1410-£1550, xDrive: add £1600 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907x4998x1860-1901mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 47th

2.0 520i SE **F** 44.1 7.9 149 36 £39130
2.0 520i M Sport **F** 44.1 7.9 149 37 £39585
2.0 528i SE **G** 42.8 6.2 154 40 £39585
2.0 528i M Sport **G** 42.8 6.2 154 41 £39590
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 £44685
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 £44740
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 £57810
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 £57910
2.0 518d SE **C** 62.8 9.7 119 30 £30865
2.0 518d M Sport **C** 62.8 9.7 119 31 £33665
2.0 520d SE **C** 62.8 8.1 119 33 £32365
2.0 520d M Sport **C** 62.8 8.1 119 34 £35165
2.0 525d SE **D** 57.6 7.0 129 33 £36940
2.0 525d M Sport **D** 57.6 7.0 129 33 £36940
3.0 auto 530d SE **E** 55.4 5.8 134 43 £44165
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 £44255
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 £44270

Eco **MPG** **CO₂**
0-60mph **Insurance** **group**
price

3.0 auto 535d M Sport **F** 53.3 5.3 138 45 £48920
3.0 auto ActiveHybrid 5 SE **F** 44.1 5.9 149 44 £47790
3.0 auto ActiveHybrid 5 Luxury **F** 44.1 5.9 149 44 £48825
3.0 auto ActiveHybrid 5 M Sport **F** 44.1 5.9 149 44 £50625
4.4 V8 TTT DCT M3 30 Jahre Edition **L** 28.5 4.3 232 48 £74835
4.4 V8 TTT DCT M3 30 Jahre Edition **L** 28.5 4.3 232 48 £74835
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: 47th

2.0 auto 520d SE **F** 51.4 8.9 144 33 £38045
2.0 auto 520d Luxury **F** 51.4 8.9 144 34 £40845
3.0 auto 530d SE **G** 48.7 6.2 153 43 £46965
3.0 auto 530d Luxury **G** 48.7 6.2 153 44 £46965
3.0 auto 535i Luxury **J** 34.4 6.1 192 44 £48465
3.0 auto 535d Luxury **J** 47.9 5.7 154 46 £51885
4.4 V8 auto 550i Luxury **K** 30.7 5.0 214 46 £59515
M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury

7 Series - 5072x5212x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE **I** 25.8 5.7 184 48 £61675
3.0 auto ActiveHybrid 7 SE **G** 41.5 5.7 158 47 £62200
3.0 auto 730d SE **F** 50.4 6.1 148 48 £58275
3.0 auto 740d SE **F** 49.6 5.5 149 49 £58465
4.4 auto 750i SE **J** 32.8 4.8 199 49 £71515
6.0 V12 auto 760i SE **M** 21.1 4.6 314 50 £102015
Long wheelbase: add £3000 to petrol, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3895 to SE diesel, £3295 to M Sport diesel, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i

2 Series Active Tourer - 4342x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE **C** 57.6 9.2 115 13 £22475
2.0T 220i Sport **E** 47.9 7.5 137 20 £25775
2.0T 225i xDrive auto Luxury **F** 44.1 6.3 148 23 £31175
1.5 216d SE **A** 74.3 10.6 99 11 £23410
2.0 218d SE **B** 68.9 8.9 109 15 £24555
1.5T 220d Sport **C** 64.2 7.6 115 21 £27255
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesel, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 (NEW) - 4439x1821mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 xDrive18d SE **B** 68.7 9.2 109 N/A £26780
2.0 xDrive20d Sport **D** 58.0 7.6 127 N/A £30630
2.0 xDrive20i auto Sport **F** 44.8 7.4 146 N/A £31225
2.0 xDrive25d auto xLine **E** 56.5 6.6 132 N/A £30600
Auto: add £1550 to 18d/20d, xDrive: add £1500 to xDrive18d, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE

X3 - 4657x1881mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 24th

2.0 xDrive18d SE **D** 60.1 9.5 124 26 £31295
2.0 xDrive20d SE **E** 54.3 8.1 136 30 £33295
3.0 auto xDrive30d SE **G** 49.6 5.9 159 39 £40060
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE **E** 54.3 8.1 136 31 £36880
3.0 auto xDrive30d xLine **G** 49.6 5.9 159 39 £45160
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE **L** 27.2 5.0 242 49 £90290
2.0 auto xDrive25d SE **F** 50.4 8.2 149 42 £42945
2.0 auto xDrive25d SE **G** 48.7 8.2 154 42 £45250
3.0 auto xDrive30d SE **G** 45.6 6.9 162 44 £48250
3.0 auto xDrive40d SE **G** 45.6 5.9 164 47 £50910
3.0 auto M50d xDrive **I** 42.2 5.3 177 49 £54020
4.4 V8 TTT auto X5 M **M** 25.4 4.2 258 50 £90170
M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive **H** 42.8 5.2 174 50 £69020
3.0 auto xDrive30d SE **G** 47.1 6.7 157 45 £51150
3.0 auto xDrive40d SE **G** 45.6 5.8 165 46 £53810
4.4 auto xDrive50i SE **K** 29.1 4.8 225 49 £53665
4.4 V8 TTT auto X5 M **M** 25.4 4.2 258 50 £90170
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series - 4432x1774mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 220i Sport **F** 46.3 7.0 142 25 £25195
2.0 220i M Sport **F** 44.8 7.0 148 26 £27545
2.0 228i M Sport **G** 42.8 5.8 154 30 £28410
3.0 M4235i **J** 34.5 5.0 189 39 £34535
2.0 218d SE **C** 65.7 8.9 114 20 £24415
2.0 218d M Sport **C** 62.8 8.9 119 21 £25785
2.0 220d Sport **C** 62.8 7.2 119 24 £27015
2.0 220d M Sport **D** 58.9 7.2 125 25 £28365
2.0 auto 225d M Sport **D** 60.1 6.3 124 33 £33870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesel, Sport: add £1000 to SE, Convertible: add £1300-£3450 (not 218d)

4 Series - 4638x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: 19th

2.0 420i SE **F** 46.3 7.3 144 30 £30125
2.0 420i Luxury **F** 46.3 7.3 144 30 £32625
2.0 428i SE **G** 42.8 5.9 154 33 £33520
3.0 428i Luxury **G** 42.8 5.9 154 34 £36020
3.0 435i Luxury **I** 35.8 5.4 185 36 £41725
3.0 435i M Sport **I** 35.8 5.4 185 36 £42365
2.0 420d SE **D** 60.1 7.5 124 29 £34995
2.0 420d Luxury **D** 60.1 7.5 124 30 £34995
2.0 425d SE **E** 56.5 6.7 131 34 £39430
2.0 425d M Sport **E** 56.5 6.7 131 34 £39780
3.0 auto 430d Luxury **D** 57.6 5.5 129 40 £40315
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 £40495
3.0 auto 435d xDrive Luxury **F** 52.3 4.7 143 41 £45245

	Eco	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£65745
3.0T M4	K	32.1	4.3	204	42	£57050
Auto: add £1515-£1360, xDrive: add £1535 to £201, £1500 to £204, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £2400-£3880 (not £420, £304, £35d), Sport: add £1500 to SE, M Sport: add £500 to Luxury						

24-4239x1790mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Drive18i	G	41.5	7.9	159	38	£27740
2.0 Drive20i	G	41.5	6.9	159	38	£29840
2.0 Drive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 Drive35i M Sport	K	31.4	5.2	219	41	£43005
3.0 DCT xDrive35i	K	31.4	4.8	210	43	£49590
Auto: add £1890, M Sport: add £3885 to 18i, £1365 to 20i models						

6 Series-485x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£80630
3.0 auto 640i SE	F	52.3	5.3	143	48	£82295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£89790
4.4 V8 DCT M6	L	28.5	4.2	231	50	£92350
Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3900 to SE, add £2800 to Sport						

18-4625x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TT xDrive auto M	A	113.0	4.4	59	50	£39895
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven-3100x3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 180	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 54C 620R	N/A	2.8	N/A	N/A	N/A	£49995
5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build						

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1
Warranty: 3 years/60000 miles

Camaro-4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

Corvette-4633x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70670

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles

C-Zero-3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£21216
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CT-3466x1846mm, EURO-NCAP N/A

DRIVER POWER POS: 9th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£8595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	98	7	£10335
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185
Sdr: add £400 to Feel/Flair 3dr, Airscape: add £160 to select models						

CS-3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: 163rd

1.0 PureTech (84) VT	A	65.7	14.2	99	8	£11075
1.6 HDi (70) VT	A	74.3	13.7	99	10	£13320
1.0 PureTech (84) VTR+	A	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	A	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	95	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.5	150	19	£16250
1.2 PureTech (110) S&S Exclusive	A	60.1	10.6	107	18	£16640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	95	18	£16240
ETG auto: add £620 to e-HDi (90) Exclusive						

CA-4323x1789mm, EURO-NCAP N/A

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£16645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

CA Cactus-4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£16690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (120) Flair	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16990

Flair: add £1400 to Feel

CS-4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24670
1.6 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR						

Berlingo Multipace-4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	F	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	F	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	F	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	F	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	F	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	F	53.3	12.1	134	10	£17905

CJ Picasso-4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18650
1.6 HDi (90) Exclusive	D	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	F	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	F	40.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	148	13	£17095
ETG6 auto: add £1650 to VTI (95), £900 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT						

CA Picasso-4408x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	F	67.2	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	F	67.2	12.9	110	15	£19710
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR+	A	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	D	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	D	67.3	9.8	102	24	£23010
Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive: add £2400 to Exclusive						

Grand CA Picasso-4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	F	67.2	12.9	98	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	F	67.2	12.9	105	15	£22110
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£22710
1.6 e-HDi (115) VTR+	A	70.6	11.8	104	18	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	D	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	D	67.3	9.8	102	24	£24710
Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive: add £2400 to Exclusive						

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127
Warranty: 3 years/60000 miles

Sandero-4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£5795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£5795
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8995
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						

Sandero Stepway-4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	D	70.6	12.1	105	10	£8395
Laureate: add £1800 to Ambiance						

Logan-4450x1740mm, EURO-NCAP N/A

DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	9	£8995
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£8995
Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate						

Duster-4316x1822mm, EURO-NCAP N/A

DRIVER POWER POS: 91st

1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9485
1.5 dCi (110) Ambiance 2WD	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495
4WD: add £2000, Laureate Prime: add £500 to Laureate						

DS

www.drivethis.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/50000 miles

DS 3-3948x1921x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5ign	B	60.1	9.6	107	19	£15365
1.2 VTI (120) auto D5ign	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5ign	A	76.3	12.5	95	16	£18820
1.6 THP (165) D5ign Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) D5port	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) D5port	A	78.5	10.4	94	24	£22320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Colours: add £2460 (selected models). D5ign: £900 less than D5port.

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Halfords Customer Comments

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"Good Tool For the Price" BrettSp, South Yorkshire

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	Eco	MPG	0-60mph	CO ₂	Insurance	List price
Tourneo Connect - 4418x1966mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14445
1.6 TDCI (95) Style	D	56.5	14.7	130	8	£14945
1.0T (100) EcoBoost Zetec	D	50.4	14.0	129	9	£15095
1.6 TDCI (95) Zetec	D	56.5	14.7	130	10	£15195
1.6 TDCI (115) Zetec	D	58.9	12.1	130	10	£17195
1.6 TDCI (95) Titanium	D	56.5	14.7	130	8	£15595
1.6 TDCI (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115
Economy Pack: add £360 to 1.6 TDCI (95), Grand Tourneo						
Connect: add £2000 to diesels (not 1.6 TDCI (95) Titanium), seven						
seats: add £240 to Grand Tourneo Connect						
B-MAX - 4077x1751mm, EURO-NCAP *****						
DRIVER POWER POS: 12th						
1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	12.6	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCI (75) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCI (95) Zetec	B	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec (not 1.4 (90)), 1.5 TDCI, Titanium X:						
add £1200 to Titanium (not 1.0T (100) EcoBoost)						
C-MAX (NEW) - 4379x1513x1828mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.6 Ti-VCT (125) Zetec	F	44.1	11.5	149	16	£18195
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	14	£18695
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	16	£19195
1.5 TDCI (120) Zetec	B	68.9	11.3	105	17	£19895
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	14	£20195
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	17	£20695
1.5 TDCI (120) Titanium	B	68.9	11.3	105	17	£21395
2.0 TDCI (150) Titanium	C	64.2	9.5	114	25	£22895
Auto: add £1250 to diesels, Titanium X: add £2000 to 1.0						
EcoBoost (125), 1.5 TDCI and 2.0 TDCI Titanium, Grand C-MAX:						
add £1600 to 1.6 Ti-VCT						
S-MAX - 4796x1916mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCI (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCI (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCI (150) Titanium	D	56.5	10.8	129	20	£26795
2.0 TDCI (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCI (210) auto Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCI (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£2945
Auto: add £1550 to 2.0 TDCI (150) and (180), 4WD: add £1500 to						
2.0 TDCI (150), Titanium Spt: add £1490 to 2.0 TDCI (180) Titanium						
Galaxy - 4848x1916mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCI (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCI (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCI (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCI (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	35.0	8.6	180	25	£32505
2.0 TDCI (210) auto Titanium X	F	51.4	8.9	144	28	£36145
Auto: add £1550 to 2.0 TDCI (not 120), 4WD: add £1550 to 2.0						
TDCI (150) Titanium, add £1365 to 2.0 TDCI (180) auto Titanium						
X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)						
EcoSport - 4235x1765mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	C	52.3	12.7	125	11	£15145
1.6 TDCI (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045
Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec						
Ranger - 5339x1850mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
2.2 TDCI (125) Double Cab	J	37.2	14.9	199	13	£22595
2.2 TDCI (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCI (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCI (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCI (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCI (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30399
Auto: add £1200 to 2.2 TDCI Limited and 3.2 TDCI Wildtrak,						
Limited 2: add £600 to Limited						
Kuga - 4524x1838mm, EURO-NCAP N/A						
DRIVER POWER POS: 11th						
1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	G	36.7	9.7	179	21	£25145
2.0 TDCI (150) Zetec FWD	E	53.3	10.6	139	20	£22895
2.0 TDCI (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCI (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCI AWD, Titanium: add £1650 to						
EcoBoost Zetec (not 2.0 TDCI (150) AWD), Titanium X: add £2750						
to Titanium, Titanium X Sport: add £5700 to Titanium						
Mazda3 - 4784x1916mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.5	4.8	299	21	£32995
Auto: add £1500, Convertible: add £4000						
GREAT WALL						
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54						
Warranty: 5 years/125000 miles						
Steed - 5040x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198
HONDA						
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196						
Warranty: 3 years/60000 miles						
Jazz (NEW) - 3955x1594mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 GDI (132) ISG S	F	44.8	11.5	147	N/A	£18695
1.6 GDI (114) ISG S	C	61.7	13.7	119	N/A	£20195

	Eco	MPG	0-60mph	CO ₂	Insurance group	List price
1.3 i-VTEC S						
1.3 i-VTEC SE	C	56.5	11.2	116	13	£13495
1.3 i-VTEC EX	C	56.5	11.2	116	13	£14595
1.3 i-VTEC CVT EX Nav	C	55.4	11.2	120	13	£15715
Auto: add £1100						
Chiv6 - 4300x1770mm, EURO-NCAP *****						
DRIVER POWER POS: 41st						
1.4 i-VTEC S						
1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	78.5	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	H	38.7	5.7	170	33	£22995
2.0 i-VTEC Type R GT	H	38.7	5.7	170	33	£23295
Auto: add £1400 to 1.8 i-VTEC SE Plus: add £1990 to S, EX						
Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic						
Tourer: add £1000 to £1550 (not 1.4, Type R)						
HR-V - 4234x1772mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5 i-VTEC (130) S						
1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£21495
Auto: add £970 to 1.5 i-VTEC (not S), EX add £3450 to SE						
CR-V - 4570x1820mm, EURO-NCAP *****						
DRIVER POWER POS: 21st						
2.0 i-VTEC S 2WD						
2.0 i-VTEC S 4WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SR 4WD	H	38.2	10.2	173	24	£25810
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£28590
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) S 4WD	C	62.8	11.2	119	25	£25895
1.6 i-DTEC (160) SR 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£28625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1550 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE, add £2170 to 1.6 i-DTEC (120) S						
HYUNDAI						
www.hyundai.co.uk / Brochure: 0800 9819181 / Dealers: 162						
Warranty: 5 years/unlimited miles						
I10 - 3650x1660mm, EURO-NCAP *****						
DRIVER POWER POS: 3rd						
1.0 S						
1.0 S Air	B	60.1	14.9	108	1	£8395
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	E	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2, Premium SE: add £1155 to 1.2 Premium						
I20 - 4025x1734mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.2 (75) 5 Sdr						
1.2 (75) Sdr	C	58.9	13.6	112	5	£10695
1.2 (84) SE 5 Sdr	A	88.3	16.0	84	6	£12465
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 (75) SE 5 Sdr	B	50.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.4 CRDi Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), 5 A/c; add £750 to SE, Premium SE: add £1000 to Premium, I20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), I20 Coupe Sport: same price as I20 SE Premium (1.2 SE and 1.4 CRDi (90) only)						
I30 - 4300x1780mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.4 (100) S 5dr						
1.4 CRDi (141) Blue Drive 5 Sdr	E	47.1	13.2	138	8	£15195
1.4 (100) SE 5dr	A	78.4	11.5	94	11	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16495
1.6 (120) auto 5dr	E	41.5	11.8	158	10	£17995
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18595
1.6 (120) Premium Sdr	F	44.8	11.9	145	12	£20295
1.6 CRDi (136) Premium Sdr	B	70.6	10.2	104	13	£22295
1.6T-GDi (160) Turbo SE Sdr	H	38.7	8.0	169	21	£22495
Auto: add £1300 to 1.6 CRDi SE and Premium, I30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £300 to Turbo SE Sdr						
I40 - 4740x4770x1815mm, EURO-NCAP *****						
DRIVER POWER POS: 85th						
1.7 CRDi (115) 80 S						
1.7 CRDi (141) 80 S	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) 80 S Nav	C	63.0	N/A	114	18	£20600
1.7 CRDi (141) 80 SE Nav	C	63.0	N/A	114	19	£21600
1.7 CRDi (115) 80 Premium	C	66.0	N/A	118	13	£23600
1.7 CRDi (141) DCT 80 Premium	D	43.0	N/A	129	19	£27500
Auto: add £1900 to 1.7 CRDi (141) (not S), I40 Tourer: add £2250 (not £1350 to Premium), SE Nav Business: add £1500 to SE Nav						
i40e - 4100x1765mm, EURO-NCAP *****						
DRIVER POWER POS: N/A						
1.4 Active						
1.4 Classic	D	50.0	12.9	130	8	£13600
1.4 Style	D	50.0	12.9	130	7	£12515
1.4 CRDi Classic	C	66.0	14.5	94	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£13585
1.6 CRDi Style	C	64.0	11.5	117	9	£14335
1.6 auto Active	G	44.0	12.2	154	10	£19010
1.6 auto Style	A	48.0	12.2	154	10	£19960
i435 - 4410x1820mm, EURO-NCAP *****						
DRIVER POWER POS: 124th						
100kW Fuel Cell EV						
Tucson - 4475x1850mm, EURO-NCAP N/A	A	N/A	12.5	0	N/A	£53705
DRIVER POWER POS: N/A						
1.6 GDi (132) 950 S						
1.6 CRDi (140) 950 S	F	44.8	11.5	147	N/A	£18695
1.6 CRDi (140) 950 S	F	61.2	13.7	119	N/A	£19695

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 CRDi (136) ISG SE Nav	D	58.9	10.6	127	N/A	£24195
2.0 CRDi (185) 4WD SE Nav	G	47.9	9.9	154	N/A	£26685
1.7 CRDi (116) ISG Premium	C	61.7	13.7	119	N/A	£25045
2.0 CRDi (136) ISG Premium	D	58.9	10.6	127	N/A	£26445
2.0 CRDi (185) 4WD Premium	G	47.9	9.9	154	N/A	£28945
1.6 T-GDI (177) 4WD Premium	I	37.2	9.5	177	N/A	£29455

Auto: add £1350 to 2.0 CRDi 4WD, add £1450 to 1.6 T-GDI, SE; add £1800 to S, 4WD; add £1630, Premium SE; add £1900 to Premium (not 1.7 CRDi)

Santa Fe - 4600x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.2 CRDi Style ZWD 5-seat	G	47.9	9.4	155	L8	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	L9	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	L9	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	L9	£33720

Auto: add £1795 to 4WD models, Seven seats: add £1700

Genesis - 4950x1850mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995

INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790x1820mm, EURO-NCAP *****
DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	F	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d Executive; add £1820 to SE, Premium Executive; add £3120 to Premium

Q60 - 4635x1770x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.7 V6 auto Q60 Com GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635x1800mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34480
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£36945
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38445

Premium spec: add £2598 to GT models

QX70 - 4835x1925mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£45025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 0846 626 640 / Dealers: 97
Warranty: 3 years/unlimited miles

D-Max - 5295x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£26938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26943

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£30995
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (240) auto S	J	34.8	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige; add £1000 to SE

XF - 4954x1987mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£34600
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£46990
3.0 V6 S/C (300) auto S	F	34.0	5.1	198	N/A	£46990

Auto: add £1750

XJ - 5122x2472x1894mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0D V6 auto Luxury	F	46.6	5.9	149	48	£38690
3.0D V6 auto Premium Luxury	F	46.6	5.9	149	48	£42690
3.0D V6 auto Portfolio	F	46.6	5.9	149	48	£48725
3.0D V6 auto R-Sport	F	46.6	5.9	149	48	£47625
3.0 V6 S/Cauto Portfolio	K	31.0	5.7	224	48	£47485
3.0 V6 S/Cauto R-Sport	K	31.0	5.7	224	48	£47685
5.0 V8 S/Cauto LWB Autobiography	M	25.5	4.7	264	50	£100000
5.0 V8 S/Cauto XJR	M	25.5	4.4	264	50	£23400

Long wheelbase: add £3900 (not XJR), LWB Autobiography: add £8625 to 3.0D R-Sport

F-Type - 4470x1923mm, EURO-NCAP N/A
DRIVER POWER POS: 34th

3.0 V6 S/C (240) Coupe	L	26.8	5.5	234	50	£51250
3.0 V6 S/C (240) auto R Coupe	L	26.4	4.0	255	50	£68800

Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 0800 0426537 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiJet (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	46.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	46.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiJet, Limited: add £2600 to Longitude

Wrangler - 4223x1751x1877mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	10.2	147	26	£27495
2.0 MJet (170) 4x4 auto	G	46.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	E	25.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A
DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	196	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 3 years/100000 miles

Picanto - 3590x1595mm, EURO-NCAP *****
DRIVER POWER POS: 125th

1.0 1.3dr	B	62.8	14.1	105	2	£8345
1.25 1.3dr	B	61.4	11.5	106	6	£11495
1.0 2.5dr	B	62.8	14.1	105	2	£10145
1.25 2.5dr	B	61.4	11.5	106	5	£10745
1.25 3.5dr	B	61.4	11.5	106	6	£11745
1.25 4.5dr	B	61.4	11.5	106	6	£12295

Auto: add £600 to Picanto 2, 3 and Chill, 5dr; add £200 to Picanto 1, 5h-7; add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP *****
DRIVER POWER POS: 59th

1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 2.3dr	B	56.5	12.9	115	2	£12245
1.4 1.6 3dr	B	56.5	11.0	114	7	£13045
1.4 1.6 3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 1.6 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1.6 3dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2.0 3dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2.0 3dr	A	74.3	13.4	98	6	£14745
1.4 1.6 3dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4.0 3dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2.0 3.5 3dr; add £600 to 3dr 5h-7; add £1500 to 1.25 and 1.1 CRDi Nio 1

Soul - 4140x1800mm, EURO-NCAP *****
DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mix	H	38.7	10.6	170	11	£18355
1.6 CRDi Mix	D	56.5	10.8	132	10	£21450
81.4kW Soul EV	A	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mix: add £1800 to Mix

Cee'd (NEW) - 4260x4310x1790mm, EURO-NCAP *****
DRIVER POWER POS: 38th

1.4 1.5dr	E	47.1	12.3	138	N/A	£14905
1.4 CRDi 1.5dr	B	67.3	13.0	107	N/A	£16195
1.6 CRDi 1.5dr	A	76.5	9.5	94	N/A	£16795
1.0 T-GDI (98) 2.5dr	C	57.6	12.3	113	N/A	£17945
1.6 CRDi 1.5dr	A	74.3	9.5	99	N/A	£18895
1.0 T-GDI (118) 1.5dr	C	57.6	10.7	115	N/A	£20130

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Warranty: 3 years/unlimited miles

Ghibli - 407x1948mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

3.0 V8T auto	K	29.4	5.6	223	N/A	£2615
3.0 V8T auto S	L	27.2	5.0	242	N/A	£3760
3.0 V8 auto Diesel	G	47.9	6.3	158	N/A	£49160

Quattroporte - 526x1948mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V8 auto Diesel	G	45.6	6.4	163	50	£89235
3.0 V8T auto S	L	27.2	5.1	242	50	£30115
3.8 V8 auto GT5	M	23.9	4.7	274	50	£108185

GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.2 V8 auto	M	19.8	5.2	330	50	£32280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£101335
4.7 V8 Sport	M	18.2	4.7	360	50	£34140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£93340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170

Warranty: 3 years/60000 miles

2 - 4060x1695mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465-4585x1755mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (160) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	24	£22545
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D; Feedback: same price as Sdr (not 1.5, diesel auto); SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE); Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

MX-5 - 4275x1785mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5D (105) SE	B	70.6	10.1	105	15	£18995
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to 1.5D (not SE), £1200 to 2.0 (175) Sport, 4WD; add £1700 to Skyactiv D (150) SE-L

MX-5 - 4540x1840mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21095
2.0 (165) Sport	E	47.1	9.2	139	18	£22095
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD; add £1700 to Skyactiv D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

Sport: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136

Warranty: 3 years/unlimited miles

A-Class - 4252x1780mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	D	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	48.6	8.4	134	23	£23360
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£28360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860

2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	C	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4293x1786mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26650
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£27775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	103	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32850
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38910
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£66040
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£68810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night	D	57.7	8.3	128	39	£37585
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	64.2	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 auto E 300 B7EC Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40480
3.0 auto E 350 BlueTEC Hybrid SE	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG	L	28.8	4.2	250	47	£74725
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	252	49	£84720

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£85510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £300 to AMG CLS 63 S

S-Class - 5116-5453x1899mm, EURO-NCAP N/A

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	Eco	MPG	0-60mph	CO ₂	Insurance	group	List price
1.6 THP (156) Allure	G	40.9	9.7	159	17		£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14		£22445
2.0 HDI (150) Active	F	51.3	10.0	142	16		£23450
Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)							

2008 - 4150x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 33rd

1.2 VTI (82) Access+	C	57.6	13.5	114	10		£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10		£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11		£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19		£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10		£15395
1.6 e-HDI (32) EGC Active	A	74.3	13.3	98	17		£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11		£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20		£16450
1.6 e-HDI (32) EGC Allure	A	74.3	13.3	98	18		£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20		£18045
1.6 VTI (120) Feline Callina Amb	E	47.9	9.5	135	19		£17850
1.6 e-HDI (32) Feline Callina Amb	B	70.6	12.8	103	17		£18845
1.6 e-HDI (115) Feline Callina Amb	B	70.6	10.4	106	20		£19445
Auto: add £500 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Callina Ambience							

RCZ - 4290x1845mm, EURO-NCAP N/A DRIVER POWER POS: 74th

1.6 THP (156) Sport	F	44.1	8.3	149	27		£22100
1.6 THP (200) GT	G	42.1	7.6	155	33		£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29		£23950
1.6 THP (270) R	F	44.8	5.9	145	42		£32000
Auto: add £140 to 1.6 THP (156), GT: add £2400 to Sport							

PORSCHE

www.porsche.co.uk / Brochure: 0945 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46		£39913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46		£35289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47		£37474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50		£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49		£32439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50		£36080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	240	50		£39391
4.8 V8 PDK Panamera Turbo	L	27.7	4.1	239	50		£108006
4.8 V8 PDK Panamera Turbo S	L	27.7	4.1	239	50		£131152

Macan - 4681x1923mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0 TDI PDK Macan	H	39.2	6.9	168	35		£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40		£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.1	159	39		£44636
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44		£50994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44		£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.6	7.3	173	45		£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49		£52099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50		£52099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48		£58845
3.6 V6 Tiptronic Cayenne GTS	L	26.4	5.2	228	50		£72523
4.8 V8 Tiptronic Cayenne Turbo	M	25.2	4.5	261	50		£93574
4.8 V8 Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50		£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40		£39553
3.4 Boxster S	K	32.1	5.0	206	42		£47858
3.4 Boxster GTS	K	31.4	5.0	211	44		£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46		£60459
PDK: add £1782 (£2351 to GTS, not Spyder)							

Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37		£39694
3.4 Cayman S	K	32.1	5.0	206	41		£48783
3.4 Cayman GTS	K	31.4	4.9	211	43		£53897
3.4 Cayman GT4	L	27.4	4.4	238	48		£64451
PDK: add £1782 (£2351 to GTS, not GT4)							

911 - 4491-4545x1806-1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 TTI Carrera	J	34.0	4.6	190	N/A		£76412
3.0 TTI Carrera S	J	32.5	4.3	199	N/A		£85857
3.8 Carrera GTS	K	28.7	4.7	223	47		£91958
3.0 TTI Carrera Cabriolet	J	33.2	4.8	195	N/A		£83553
3.0 TTI Carrera S Cabriolet	K	32.1	4.7	202	N/A		£94698
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50		£99602
3.6 Carrera 4	L	30.4	4.9	219	46		£78365
3.8 Carrera 4S	L	28.5	4.5	234	48		£88400
3.6 Carrera 4 GTS	L	28.5	4.4	233	50		£95862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49		£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50		£97060
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50		£104385
3.8 Targa 4	K	29.7	5.2	223	49		£87025
3.8 Targa 4S	L	28.2	4.8	237	50		£97060
3.8 Targa 4 GTS	L	28.2	4.7	237	50		£105310
3.8 PDK Turbo	L	29.1	3.2	227	50		£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50		£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50		£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50		£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50		£159054
3.8 PDK GT3	M	22.8	3.5	289	49		£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50		£131296
PDK: add £2238 (£2947)							

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100000 miles

Twingo - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10		£6885
17hp Technic	A	N/A	N/A	0	11		£7595
Battery hire: £45-£67 per month							

Twingo - 3590x1640mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.6 THP (156) Allure	G	40.9	9.7	159	17		£23450
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	Eco	MPG	0-60mph	CO ₂	Insurance	group	List price
1.0 SCe (70) Expression	B	62.8	12.0	105	2		£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3		£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3		£10995
0.8T TCE (90) S&S Dynamique	A	65.7	12.0	99	8		£11895
0.8T TCE (90) S&S Dynamique S	A	65.7	10.8	99	8		£12545

Zoe - 4086x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15		£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16		£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15		£14445
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16		£20043
Battery hire: from £25 per month (included with 'i' model)							

Clio - 4062x1731mm, EURO-NCAP N/A DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7		£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8		£12675
0.8T TCE (90) Expression+	B	62.8	12.2	104	9		£13675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13		£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8		£13675
0.8T TCE (90) Dynamique Nav	B	62.8	12.2	104	9		£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13		£15975
0.8T TCE (90) Dynamique S Nav	B	62.8	12.2	105	10		£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.5	93	13		£16975
1.2 TCE (120) EDC GT Line	C	54.3	9.5	120	14		£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29		£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29		£20280
1.6T (220) EDC Renaultsport Trophy	E	47.9	6.6	135	29		£21780
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE							

Megane - 4295x1808mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13		£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16		£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16		£17570
1.6 (110) Limited	G	40.9	10.5	159	13		£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16		£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17		£17750
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17		£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	16		£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17		£19245
2.0 TCE GT 220	H	38.7	7.6	169	31		£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000							

Megane Coupe - 4295x1808-1848mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14		£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16		£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15		£18250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14		£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20		£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20		£21445
2.0 TCE GT 220	H	38.7	7.6	169	31		£24230
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36		£23955
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36		£25955
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600							

Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 78th

1.6 VVT (110) XMOD Dynam Nav	I	36.7	11.7	178	19		£19370
1.2 TCE (115) XMOD Dynam Nav	E	46.3	11.7	140	18		£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19		£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24		£22495
1.2 TCE (130) XMOD Dynam Nav	F	44.1	11.4	165	20		£20245
1.6 VVT (110) Dynamique Nav	H	38.2	11.7	174	19		£19355
1.2 TCE (115) S/5 Dynamique Nav	E	47.9	11.7	135	19		£20655
1.2 TCE (130) S/5 Dynamique Nav	E	45.6	11.4	140	20		£21395
1.5 dCi (130) S/5 Dynamique Nav	B	68.9	12.5	105	19		£21395
1.6 dCi (130) S/5 Dynamique Nav	C	64.2	10.3	114	24		£22495

Autiz: add £110 to 1.5 dCi (110), Limited: add £600 to 1.6 VVT, £500 to 1.2 TCE, 1.51 dCi (not XMOD), Grand Scenic: add £1230 (not XMOD)

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

Milē - 3540x1641mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (70) S 3dr		62.8	14.4	105	1	£8195
1.0 12v (50) S A/C 3dr		62.8	14.4	105	1	£8705
1.0 12v (50) Eco motive 3dr		68.9	14.4	96	1	£9530
1.0 12v (50) SE 3dr		62.8	14.4	105	1	£9630
1.0 12v (50) i-TECH 3dr		62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr		60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr		60.1	13.2	108	2	£10995

Auto: add £1130 to SE, Sdr: add £350

Ibiza - 4031x1672x1693mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 169th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 12v (70) S A/C 3dr		52.3	13.9	125	5	£11410
1.2 TDI S A/C 3dr		72.4	13.9	102	7	£13305
1.2 TDI S Eco motive 3dr		80.7	13.9	92	7	£13830
1.4 16v SE 3dr		47.9	11.8	139	9	£12545
1.4 16v Toca 3dr		47.9	11.8	139	11	£12870
1.4 16v 30 Years 3dr		47.9	11.8	139	12	£12870
1.2 TDI DSG SE 3dr		53.3	9.7	124	12	£14185
1.2 TDI SE Eco motive 3dr		80.7	13.9	92	7	£14360
1.6 TDI SE 3dr		65.7	10.5	112	14	£14910
1.2 TDI i-TECH 3dr		55.4	9.8	119	15	£13790
1.2 TDI FR 3dr		55.4	9.8	119	12	£14190
1.4 TDI ACT FR 3dr		60.1	7.8	109	12	£15495
1.6 TDI FR 3dr		65.7	10.5	112	14	£15910
2.0 TDI FR 3dr		60.1	8.2	123	22	£17085
1.4 TDI DSG Cupra 3dr		47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TDI SE, Sdr: add £500 to SE, Sdr: add £1210, FR Edition: add £600 to 1.4 TDI ACT FR

Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TDI (80) S		55.4	10.8	119	10	£12485
1.2 TDI (105) S		55.4	10.8	119	13	£12585
1.2 TDI (105) i-TECH		56.5	10.4	116	15	£12710
1.4 TDI (122) DSG SE Nav		45.6	9.5	146	17	£17965
1.6 TDI (105) Eco motive S		72.4	10.6	104	15	£17150
1.6 TDI (105) Eco motive i-TECH		72.4	10.6	104	15	£18870

SE Nav: add £1200 to S (not 1.2 TDI (85))

Leon - 4263x1784mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 4th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TDI S 5dr		57.6	9.9	114	12	£16115
1.6 TDI S 5dr		74.3	10.7	99	13	£17815
1.2 TDI SE 5dr		57.6	9.9	114	13	£17235
1.4 TDI SE 5dr		54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr		74.3	10.7	99	13	£18935
1.6 TDI (110) Eco motive SE 5dr		85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr		68.9	8.4	106	19	£20285
1.4 TDI ACT FR 5dr		54.3	8.0	109	20	£20000
1.8 TDI FR 5dr		47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr		68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr		65.7	7.5	112	26	£22820
2.0 TDI (240) Cupra 3dr		44.1	5.9	149	26	£25960
2.0 TDI (240) Cupra 5dr		44.1	5.9	149	26	£27510
2.0 TDI (150) X-PERIENCE SE		57.6	8.7	129	19	£23485
2.0 TDI (184) DSG X-PER SE Tech		55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TDI SE, 1.8 TDI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £900 less than Sdr, Leon ST: add £825

Alhambra - 4854x1944mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 TDI (140) Eco motive S		50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH		50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux		48.0	9.5	158	21	£24220

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Octigo - 3563x1641mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 31st

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S 3dr		62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr		62.8	14.4	105	1	£9135
1.0 MPI (60) Monte Carlo 3dr		62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr		67.3	13.2	98	2	£10485

ASG auto: add £395 to SE and SE L (75), Sdr: add £250, GreenTech: add £260 to (60) SE and Elegance

Fabia - 3952x1732mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S		60.1	15.7	106	2	£10600
1.0 MPI (75) S		58.8	14.7	108	4	£11460
1.2 TDI (110) DSG S		60.1	9.4	109	13	£13740
1.4 TDI (90) S		63.1	11.1	88	12	£14280
1.0 MPI (75) SE		58.8	14.7	108	5	£12760
1.2 TDI (90) SE		60.1	10.9	107	10	£13390
1.2 TDI (110) SE		58.8	9.4	110	14	£14040
1.4 TDI (90) SE		63.1	11.1	88	12	£15390
1.4 TDI (105) SE L		60.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TDI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1796mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 25th

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 (90) S		60.1	11.3	107	13	£14400
1.2 (90) SE		60.1	11.3	107	13	£15375
1.2 TDI (110) SE		57.7	9.8	110	17	£16115
1.2 TDI (110) Sport		57.7	9.8	110	17	£16165
1.4 TDI (125) DSG SE		58.9	9.0	114	19	£17710
1.4 TDI (90) S		78.5	11.7	94	14	£16380
1.6 TDI (115) S		67.3	10.0	109	17	£17140
1.4 TDI (90) SE		78.5	11.7	94	14	£17255
1.6 TDI (115) SE		67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

Octavia - 4639x1814mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 11th

Auto: add £1000 to 1.2 TDI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TDI (110) S		57.7	10.2	114	13	£16285
1.6 TDI (110) S		74.3	10.6	99	13	£18300
1.2 TDI (110) SE		57.7	10.2	114	18	£17635
1.4 TDI (150) SE		55.4	8.1	118	18	£18810
1.6 TDI (110) SE		74.3	10.6	99	13	£19650
2.0 TDI (150) SE		70.6	8.4	106	19	£20535
1.4 TDI (140) SE L		55.4	8.1	118	15	£20510
1.6 TDI (110) SE L		74.3	10.6	99	14	£21350
2.0 TDI (150) SE L		70.6	8.4	106	20	£22235
1.8 TDI (180) Laurin & Klement		47.9	7.3	135	25	£24665
2.0 TDI (150) Laurin & Klement		70.6	8.4	106	22	£24665
1.6 TDI (110) GreenLine III		80.7	10.6	90	15	£20225
2.0 TDI (184) vRS		64.2	8.1	115	26	£24075
2.0 TDI (220) vRS		45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout		58.9	9.1	125	19	£25455
2.0 TDI (184) DSG 4x4 Scout		56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)

Superb - 4856x1864mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	106	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	106	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22990
1.4 TSI (150) SE i Executive	C	57.7	8.6	115	19	£24235
2.0 TDI (220) DSG SE i Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE i Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE i Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE i Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI
('150)' (not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('150)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
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(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
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(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE Business: same as SE
(not 'SE i Executive'), 2.0 TDI ('190)' DSG, SE

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE

diesel, Laurin & Klement: add £2620 to SE i Exec (not 1.4 TDI)

Yeti - 4223x1733mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 2nd

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TDI (110) S		51.4	10.9	128	15	£17000
1.2 TDI (110) SE		51.4	10.9	128	15	£18550
2.0 TDI (110) S		62.8	11.6	118	14	£18300
2.0 TDI (110) SE		62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4		55.4	9.1	134	21	£24375
1.4 TDI (150) Outdoor L&K 4x4		44.8	8.7	147	21	£24960
2.0 TDI (150) Outdoor SE 4x4		55.4	9.1	134	20	£22890
2.0 TDI (150) Outdoor L&K 4x4		55.4	9.1	134	21	£28180

DSG: add £1100 to 1.2 TDI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thesmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

ForTwo - 2895x1663mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 (71) passion		68.9	14.4	93	3	£11125
1.0 (71) prime		68.9	14.4	93	3	£11820
1.0 (71) edition #1		68.9	14.4	93	3	£13225
0.9T (90) passion		67.3	10.4	97	8	£11720
0.9T (90) prime		67.3	10.4	97	8	£12415
0.9T (90) edition #1		67.3	10.4	97	9	£13820

proxy: same price as prime

ForFour - 3495x1665mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 (71) passion		67.3	15.9	97	2	£11620
1.0 (71) prime		67.3	15.9	97	2	£12315
1.0 (71) edition #1		67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 S		37.2	14.2	199	27	£17995
2.0 ES		37.2	14.2	199	27	£19995
2.0 EX auto 4WD		34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Thvol - 4195x1795mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.6D SE	C	65.7	12.0	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.6D EX	C	65.7	12.0	113	N/A	£15850
1.6D auto ELX 4WD	D	47.9	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX; add £1400 to EX, 4WD; add £1150 to EX and ELX diesel manual

	Eco	MPG	0-62mph	CO ₂	Insurance group	List price
1.2 VVT Jam	D	53.3	14.9	124	3	£11455
1.4 VVT (87) Jam	D	53.3	12.5	125	6	£11780
1.4 VVT (100) Jam	D	53.3	11.5	125	8	£12305
1.0T (115) Jam	C	57.6	9.9	114	10	£13455
1.2 VVT Rocka	D	53.3	14.9	124	3	£13995
1.4 VVT (87) Rocka	C	53.3	12.5	125	10	£14320
1.0T (115) Rocka	C	53.3	9.9	119	10	£15995
1.4T (130) S	C	47.9	8.5	139	15	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Stern: add £1895, Adam Rocka Air: add £1000 to Adam Rocka

Corsa - 4021x1736x1746mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10960
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3i CDTi (75) S/S ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sling 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sling 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/S ecoFLEX Sling 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/S ecoFLEX Sling R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/S ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15895
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10960
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/S ecoFLEX Design 3dr	C	57.6	11.9	102	9	£12730
1.3i CDTi (75) S/S ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3i CDTi (85) S/S ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (140) S/S ecoFLEX SRI 3dr	C	55.4	11.9	119	10	£13895
1.3i CDTi (75) S/S ePLX SRI 3dr	A	74.3	14.8	99	6	£13845
1.3i CDTi (85) S/S ePLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (140) S/S ecoFLEX SE 3dr	C	55.4	11.9	119	10	£14340
1.3i CDTi (75) S/S ePLX SE 3dr	A	74.3	14.8	99	7	£14490
1.3i CDTi (85) S/S ePLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (200) VXR 3dr	H	37.7	6.5	174	30	£17995

Auto: add £855 to 1.4i (90) (not Life, Sling, Limited Edition), Sdr: add £580 (not Sling R), SRI VXR-Line: add £1295 to SRI

Astra (NEW) - 4370x1809mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	63.7	10.5	99	12	£15995
1.4T (123) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	128	18	£17895
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£18995
1.6 CDTi (134) Design	A	76.3	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	9	£17295
1.0T (105) ecoFLEX Energy	A	63.7	10.5	99	13	£17995
1.4T (123) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4 (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.3	97	11	£18595
1.4T (150) SRI	D	51.4	7.8	128	17	£18895
1.6T (200) SRI	F	45.5	7.3	146	20	£20405
1.6 CDTi (110) SRI	A	76.3	10.3	97	14	£18595
1.6 CDTi (134) SRI	B	72.4	9.0	102	16	£20780
1.6 BiCDTi (140) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.0T (110), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (1.4 (100))

Insignia - 4842x1856mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 16th

1.8 VVT (140) Design Sdr	G	40.4	11.5	164	14	£16470
1.4T (140) S/S Design Sdr	D	54.3	10.3	123	15	£17394
2.0 CDTi (120) S/S Design Sdr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£19104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design Sdr	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI Sdr	D	54.3	10.3	123	15	£19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRI Sdr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VXR-Line Sdr	H	39.2	7.5	169	26	£22484
1.4T (140) S/S Elite Sdr	J	60.1	8.7	186	15	£21514
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	19	£23874
2.0 CDTi (163) ecoFLEX Elite Sdr	C	65.7	9.5	114	20	£23754
2.0 BiTurbo (195) S/S auto Elite Sdr	D	60.1	8.7	125	24	£23759
2.8 VVT VXR SuperSport Sdr	L	27.0	5.6	240	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected model), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £950 to SRI

Meriva - 4288x1812mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 16th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.8	129	6	£17910
1.3 CDTi (85) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.4 CDTi (130) S	E	54.3	9.5	116	16	£20744
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.8	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	E	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (130) SE (a/c)	E	54.3	9.5	116	16	£21970

Auto: add £1420 to 1.4T (120) Exclusive SE, Exclusive: add £670 to S

Zafira Tourer - 4638x1864mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 79th

1.4T (140) S/S Excl	F	45.0	9.9	148	14	£22880
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.4T VVT (140) ES	H	39.0	10.9	169	14	£21375
1.4 VVT (140) Excl	H	39.0	10.9	169	14	£22375
1.6 VVT (140) Excl	B	54.0	11.5	109	11	£25460
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£23830
2.0 CDTi (130) ecoFLEX S/S ES	E	63.0	10.5	119	15	£23890
2.0 CDTi (163) ePLX S/S Excl	C	63.0	10.6	119	15	£24300
2.0 CDTi (163) S/S Excl	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£25475

2.0 CDTi (163) S/S SE	E	54.0	9.1	137	19	£26990
2.0 CDTi (195) S/S BiTurbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (163), SRI: £45 less than SE, Tech Line: £2225 less than Exclusive, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 8th

1.6 16v (115) S/S Excl	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Excl	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Excl	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusive SE: add £2500 to Exclusive

Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.3 CDTi (163) Exclusive AWD	H	43.0	9.9	175	25	£23450
2.3 CDTi (163) Exclusive PWD	H	45.0	9.9	167	25	£21030
2.3 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£28325
2.3 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusive PWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusive diesel

GTi - 4466x1846mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 12nd

1.4T (120) S/S Sport	E	48.0	10.3	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21320
1.7 CDTi (110) S/S Sport	C	63.0	11.8	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (163) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24175
2.0T (200) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascade - 4606x1830mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27085
2.0 CDTi (163) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (163) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54509
6.2 V8 GT5	M	18.0	4.2	373	50	£56234

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223
Warranty: 3 years/60000 miles

up! - 3548x1614mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9225
1.6 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.6 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.6T (90) e-up! 3dr	A	N/A	12.4	0	10	£18270

Auto: add £595 to Move up! and High up!, Sdr: add £375 to 3dr, BMT: add £360 to Move and High up!

Polo - 3970x3972x1682mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 16th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£11970
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12585
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13110
1.2 (75) SE 3dr	B	58.9	10.8	107	15	£13730
1.4 TDH (75) SE 3dr	A	83.1	12.9	88	13	£14795
1.2 (75) (150) SEL 3dr	B	58.9	9.3	110	19	£16260
1.0 (75) (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14730
1.4 TDH (75) BlueMotion 3dr	A	91.1	12.9	82	15	£15795
1.4 TDH (90) SEL 3dr	A	83.1	10.9	86	16	£16770
1.2 (75) ACT (150) Blue GT 3dr	B	58.9	7.8	114	24	£17860
1.2 (75) (182) GTi 3dr	E	47.1	6.7	139	29	£18850

D6G and A1555.1 275 SE £13525 1.2 (75) SE £13730 1.4 TDH 75 SE £14795 1.4 TDH 90 SEL £16770



Button headed for retirement?

■ **McLaren talks underway**
■ **Hints of future WEC drive**



Stephen Errity

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AE Jenson Button's 16-year Formula One career could be over at the end of this season. The 35-year-old Brit, who won the driver's championship in 2009, hinted he was looking at a future beyond F1 during last weekend's Japanese Grand Prix.

Button's current team McLaren holds an option on his services for 2016 and talks between the two parties were said to be ongoing last weekend. Button also told the media he was uninterested in driving for another squad, such as the new-for-2016 American outfit Haas.

"If I'm in F1, it'll be with this team," he said. "I've had some tough times here, but I've a lot of respect for the whole team and Honda. I don't think there's any point in looking at a smaller start-up programme."

At the previous race in Singapore, Button indicated this season had tested his love for F1, saying: "The joy of being in the car is only there if you're fighting at the front and feel like you're achieving something."

Some reports suggested that Button would announce his retirement in Japan – a country he has close links with through his wife Jessica Michibata – but he instead told reporters that talks with McLaren were ongoing. "We're in good talks, the team and myself, that's it," he said. "There are many possibilities of what could happen."

McLaren is keen to retain Button, whose many years of experience would be useful as the team looks to improve its 2015 form.

"Jenson is a fantastic guy and a big part of our family," said chief operating officer Jonathan Neale. "We want him to stay, but



McLaren's poor 2015 form has Button thinking about his future career beyond F1



"Button's seat would likely be filled by GP2 star Stoffel Vandoorne"

if your driver really doesn't want to be in the team, then you have to respect that."

Button later added he'd be keen to join the World Endurance Championship, plus he's hinted at forming a World Rallycross team. Should he move on from F1, his seat would most likely be filled by Belgian GP2 star Stoffel Vandoorne, whose career has been backed by McLaren for several seasons.

Peugeot's Dakar challenger is go

PEUGEOT Sport has unveiled a new, larger version of its 2008 DKR off-road racer as it ramps up for January's 2016 Dakar rally.

The latest evolution of the two-wheel-drive machine is longer, wider, lower and more powerful than before, with many improvements made under the skin, too.

Peugeot Sport director Bruno Famin said: "There isn't one big change that we've made: instead, it has been a series of small evolutions in different areas, which we hope will amount to overall improvement."

Peugeot's 2015 Dakar driving squad of Carlos Sainz, Stephane Peterhansel and Cyril Despres have all been testing the car.

Sainz said: "The potential is much, much bigger than it was at this time last year and reliability has been solid. I feel optimistic."

NEXT STEP

Upgraded 2008 aims to grab first Dakar win for Peugeot since 1990



Kia launches rallycross Rio

KIA will make its World Rallycross debut at the Italian round of the series, which takes place in Franciacorta next month.

Former Mitsubishi World Rally driver Gigi Galli is set to take the wheel of a heavily modified version of the company's Rio supermini (below).

"I'm delighted to be back in World RX," said Galli, who entered last year's Italian round. "Our aim is not to win – just to show how hard we've worked."





Why buying a connected car could save your life

After 20 years in the US, GM's OnStar technology is finally hitting the UK streets via Vauxhall. Alphr took it for a test drive and discovered it isn't just about convenience: this tech could genuinely save your life. Visit alphr.com/cars for the full story and a fresh take on car tech.

alphr.com
A fresh take on technology

AE HONESTLY can't remember the last time I drove a mainstream all-new model that was badly designed, unsafe, poor performing or unreliable. The hundreds I've driven over the last couple of years have started and stopped impressively. Each one has eagerly negotiated every bend, hill or tricky surface I've subjected it to. None has left me feeling unsafe.

In terms of comfort, flexibility and cost-effectiveness, all have been admirable. Pure electric cars aside, I haven't been left stranded and, overall, I'd rate state-of-the-art petrol or diesel vehicles good to great. Put another way, although there is such a thing as a bad car, there's no such a thing as a bad new (ie latest generation) internal combustion-engined car in showrooms today.

The prospective buyer now knows (thanks to NCAP and the like) how safe the vehicle he or she is considering will be. It'll look the part – to his or her eyes, at least. And in terms of its driving prowess, it'll sit somewhere between A and B – acceptable and brilliant. A combination of Auto Express tests and brief test drives via franchised dealerships is the essential icing on the cake. Whether paying a basic price of sub-£10k or £100k-plus, that new car will be right.

So, with all this in mind, it's the optional extras that buyers need to think about more carefully than ever. Too often they don't. Big mistake. What we're talking here is transforming the right car into an extra-special car. Initially, I decided that the £10,000 worth of options on the Audi Q7 I drove to Germany and back in atrocious conditions earlier this month couldn't possibly be justified.

But carefully considered items such as improved wheels and tyres, adaptive air-suspension, a rear view camera, a driver's memory function for seats etc all combined to undoubtedly improve my safety and security levels on roads battered by unusually vicious weather.

Not so long ago, I'd have baulked at a £600 price tag for Audi's Virtual Cockpit – a foot-long, CinemaScope-like secondary sat-nav display perfectly located behind the wheel. But it's a small price to pay for such a brilliant and safety-enhancing driver aid.

Next time I shop for a new car I'll be reminding myself that its interior is as important – if not more so – than its exterior, or the engine. You should do the same. If only for the sake of your safety and security.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

It's optional extras that buyers need to think about more carefully than ever. Too many don't, and that's a big mistake

Do you agree with Mike?

Have your say at facebook.com/autoexpress @The_Rutherford

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